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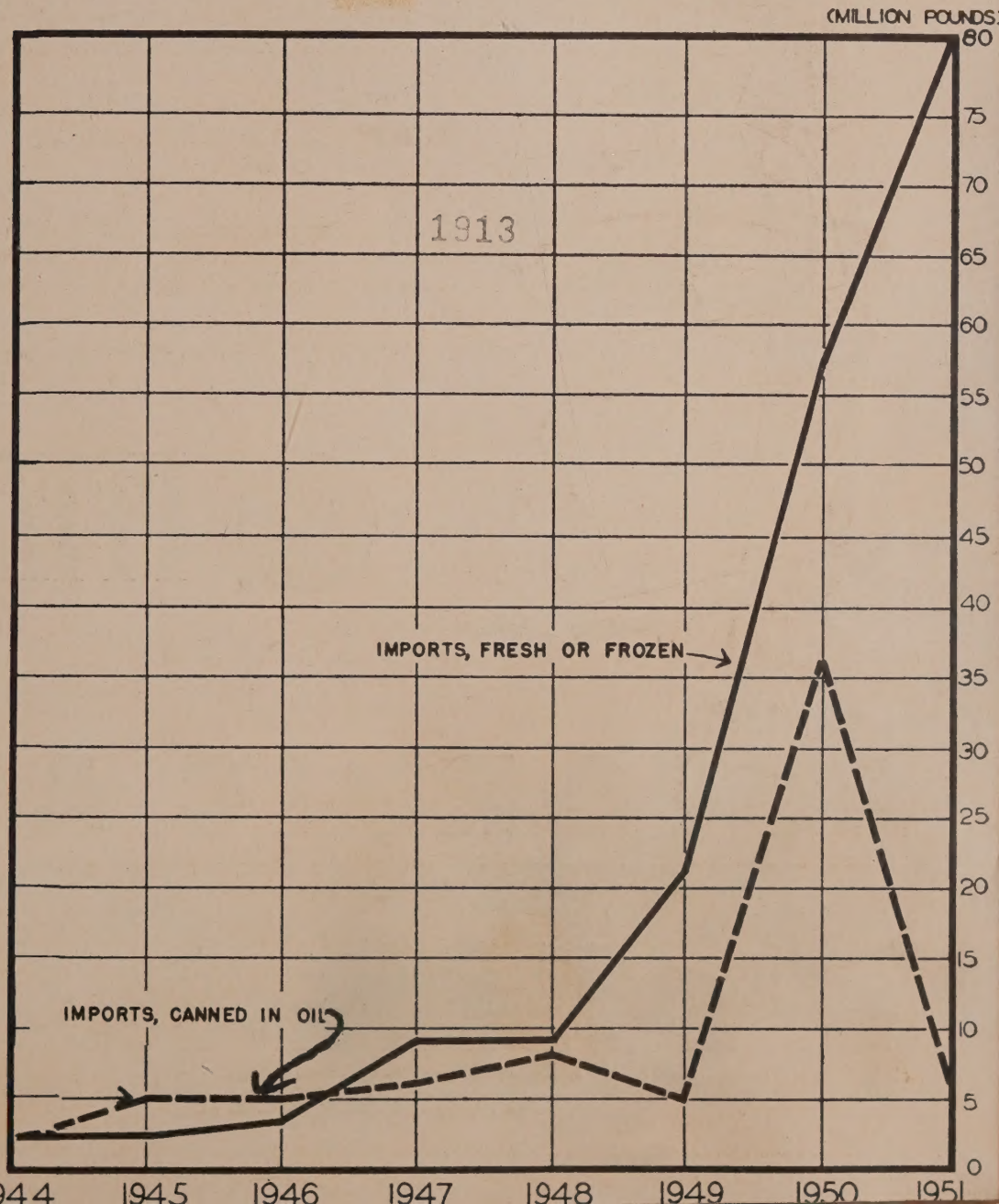
PACIFIC FISHERMAN

U. S. IMPORTS OF TUNA

(Data on imports of Tuna canned-in-brine not included)



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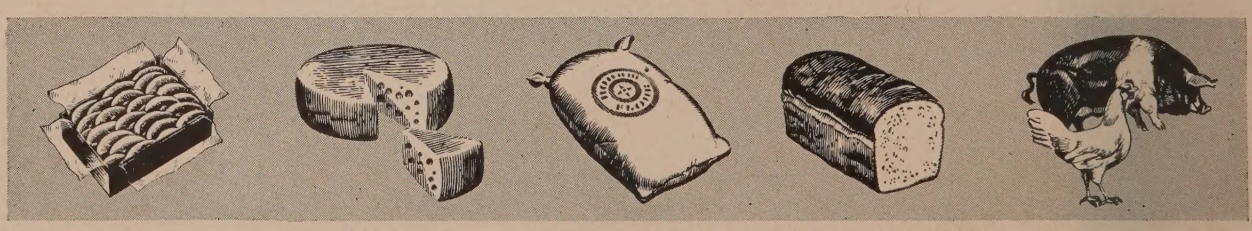

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PACIFIC FISHERMAN

A Miller Freeman Publication

Vol. 50 **No. 1**

JANUARY, 1952

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North Pacific Fisheries Treaty Agreement Readied

Basic position of the United States and Canada—*that development, protection and scientific study of a fishery creates exclusive rights to its utilization*—is maintained in the fisheries treaty negotiated in Tokyo between the United States, Canada and Japan in December.

Although at time of writing full text of the convention had not been released by the Department of State, it is known that in the "annex" to the treaty proper the Japanese agree specifically to "abstain" from American salmon, halibut and herring fisheries.

It is understood that the Japanese agree to "abstain" from fishing any salmon of American origin and, until it is scientifically established how far such salmon range westward, specifically to "abstain" from any salmon fishing operations east of 175 degrees west longitude. (This meridian passes between Kiska and Attu, far to the west of any known fishable concentrations of salmon.)

The convention, as initialled December 14, and recommended to the three governments for ratification, differed substantially in form from that originally proposed. Numerous modifications were accepted to bring it into line with varying national viewpoints. It is believed, however, that all the essential elements in the American proposal were retained.

Although Canada probably would have preferred a simpler and more direct instrument, it is believed the Canadian delegation was well satisfied with the convention as finally recommended.

Basically, the convention:

1. Affirms rights of the signatories to exploit the fishery resources of the high seas;

2. Agrees that a nation should "abstain" from a fishery which is (a) already utilized as fully as practical on a sustained yield basis, (b) under scientific study as to its productivity in relation to conservation, and (c) protected to maintain or increase its productivity.

3. Establishes an international commission representing the United States, Canada and Japan to study the fisheries of the North Pacific and to make recommendations with respect to them.

In the Annex, Japan specifically agrees to "abstain" from fishing for salmon east of the 175th meridian, and for halibut or herring along the coast of North America.

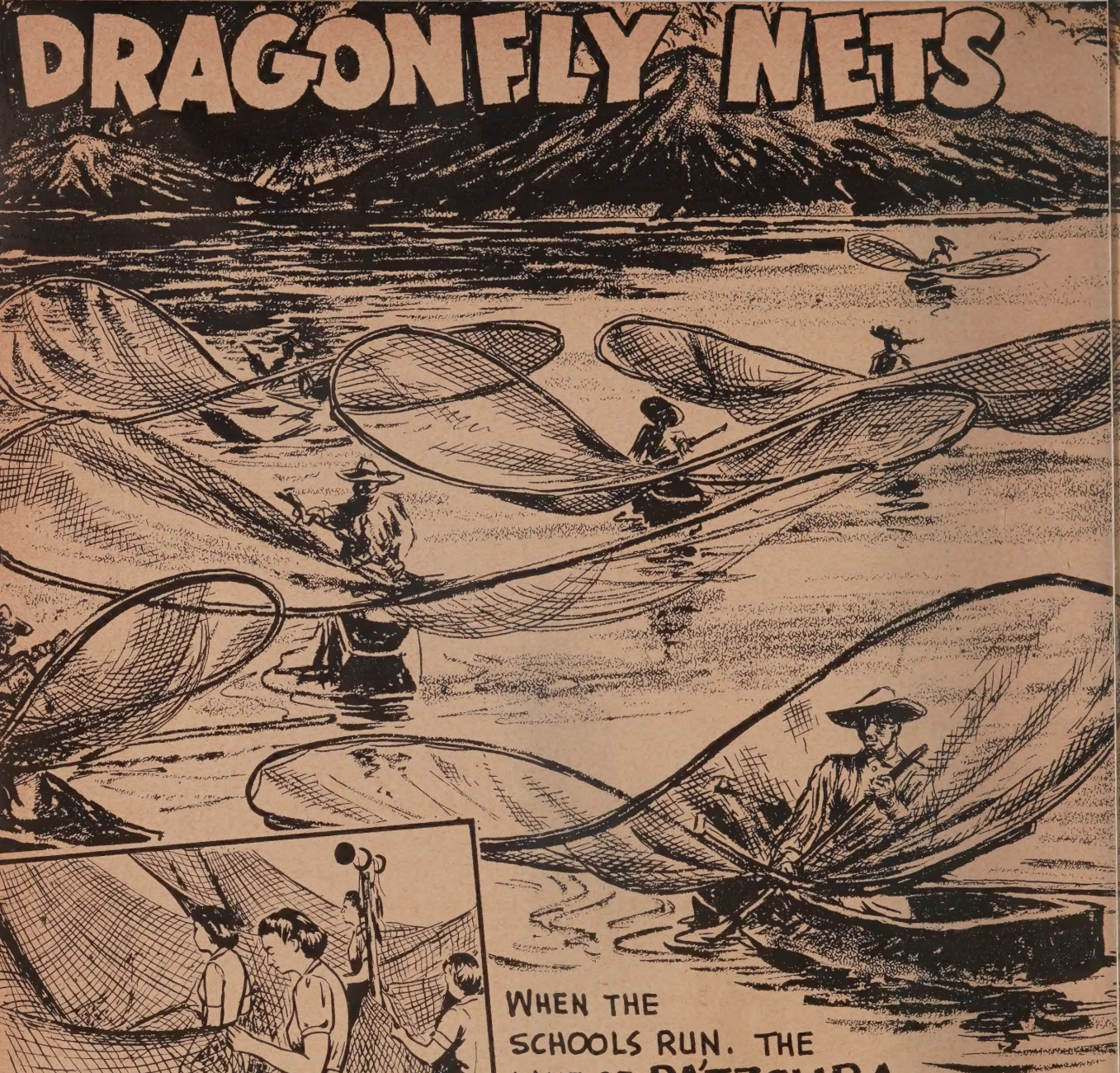
Negotiation of the convention required painstaking and exhausting diligence—yet it should be recognized that agreement between the three nations was reached in a matter of weeks, while it required years for the U. S. Department of State to recognize the necessity for a treaty, and to agree within itself upon the substance of one.

American delegate was Dr. W. C. Herrington of the Department of State, assisted by W. F. Looney and Milton James, with Edward W. Allen, Milton E. Brooding, Richard S. Croker, Donald P. Loker and Harold E. Lokken as industry advisors.

The Canadian delegate was Hon. R. W. Mayhew, minister of fisheries, assisted by Stewart Bates, S. V. Ozere, John M. Buchanan, Dr. John L. Hart and A. R. Menzies.

Ratification of the fisheries convention is to be expected immediately following ratification of the peace treaty with Japan, which may occur in January or February.

DRAGONFLY NETS



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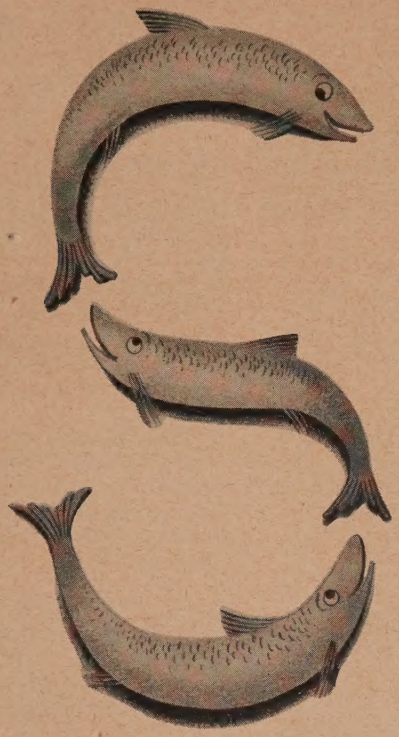

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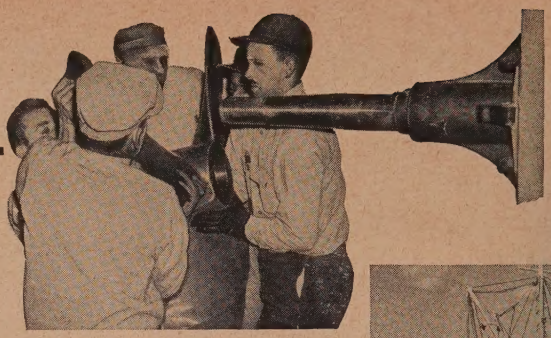
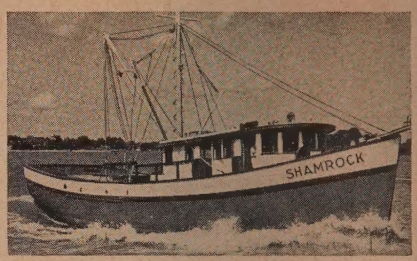
NEW 78'
QUEEN of the FLEET
... shafted with Monel



Built by Conrad Industries, Morgan City, La., the "Shamrock" is owned by Booth O'Quinn and R. S. Tolson of Brownsville, Texas. She has a 270 hp Caterpillar Diesel with a 3:1 reduction gear. Wheel is Columbian Bronze 3-blade 56 x 44. Cruising range 6000 miles and speed approximately 15 mph. The 4" dia. shaft is corrosion-resisting, Seagoin' Monel.



Mr. J. Parker Conrad, of Conrad Industries, knows a practical way to prevent propeller shaft failure.

"We have been using Monel® shafting in deep sea shrimp trawlers for years," he says. "These shafts have more than given us the satisfaction and dependability expected.

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Further proof of Conrad's faith in Monel is apparent in the "Shamrock." This deep sea shrimp trawler—78' by 21' beam—not only has a 4" dia. by 20' Monel shaft to drive her, but she has Monel wash basins, sinks and drainboards. The keel condenser is 1" Monel pipe with Monel fastenings. Also, all keel fastenings are 1" Monel bolts.

Why Monel? Because Monel is corrosion-resisting . . . tougher and stronger than structural steel . . . has extra stiffness which means less shaft whip and bearing wear.

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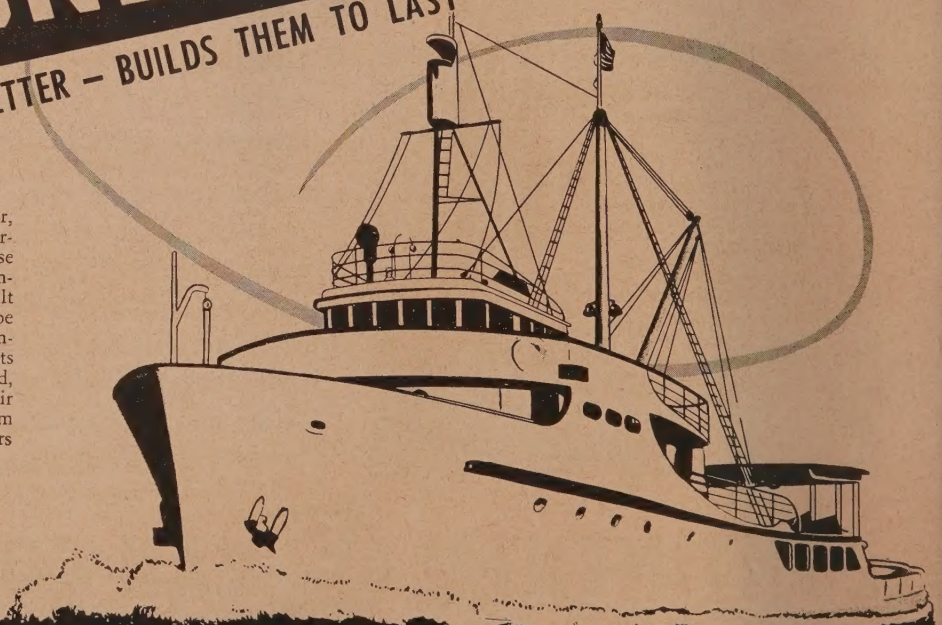
BUILDS THEM BETTER — BUILDS THEM TO LAST — BUILDS THEM OF STEEL



AVONDALE tuna clippers are better, tougher, more seaworthy, more durable, and longer lasting—because they're built of steel! Ask any owner or Captain of an AVONDALE-built clipper. His recommendation will be the proof of the kind of workmanship and skill that AVONDALE puts into each clipper. Before you build, consult AVONDALE engineers or their west coast representatives. Let them prove to you that AVONDALE clippers are better!

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This outboard motor has been in continuous operation since 1929. Like its owner, shown here, thousands of commercial fishermen all over the world swear by the DEPENDability and ruggedness of Johnson Sea-Horses. Here's what some of them say:

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"I wouldn't trade my Johnson for any other outboard in Pass Manchac."

"Our Johnson outboard has never given us a bit of trouble, and it's been used constantly in bait shrimp fishing in Lake Ponchartrain."

With Johnson outboard motors you can convert your small or medium-sized boats into DEPENDable power boats—at a fraction of the cost of inboard installations; operation, too, is far more economical. You can transfer your power from boat to boat—it's portable! And you can maneuver in close quarters and shallow water with ease.

See your Johnson dealer. Ask him about the many outstanding Johnson features such as Gear Shift, Mile-Master Fuel Tank, Synchro Twist-Grip Speed Control, and Angle-matic Drive. Look for his name under "Outboard Motors" in your classified phone book.

Above: *Scallop fisherman, Herb Bassett, and his 1929 model K-45 Johnson which has been in continuous commercial use for 23 years!*

Left: *Irvin Stenge, shrimp fisherman. His 16 ft. skiff is dependably powered by a 6-year old 5 hp. Johnson.*

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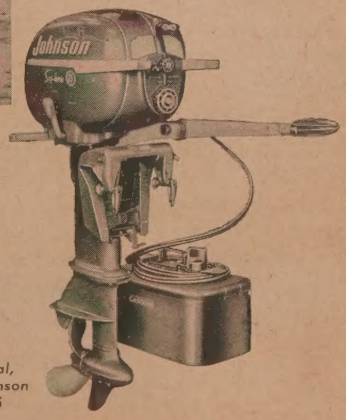

The sensational, new 25 hp. Johnson Sea-Horse 25

½ billion dollars makes a very pleasant tune!

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Why don't you tap this tremendous market in the finest way possible—the Canco way!

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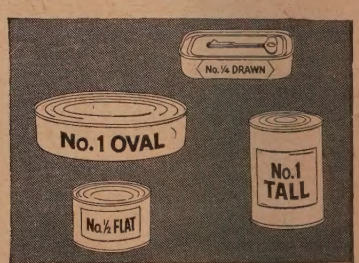
Recommend types of cans, lining, closures . . . advise you on all technicalities of processing.

Lithograph designing service by Canco merchandising, experts to help your product attract customers and sell faster.



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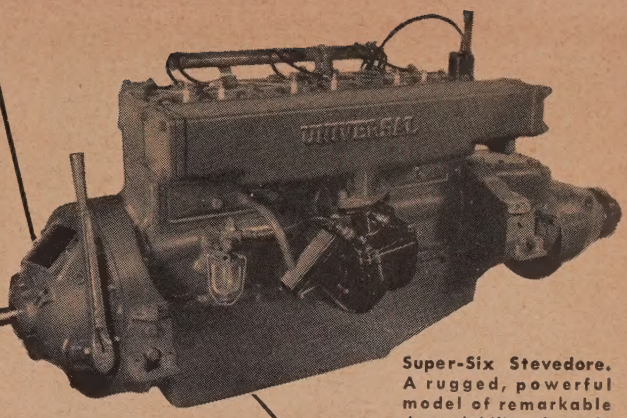

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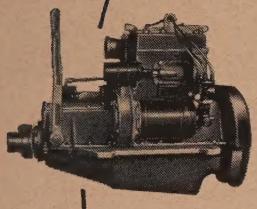
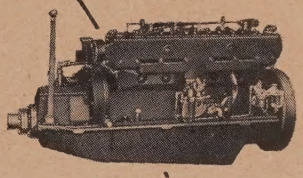
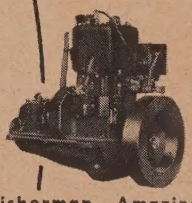
Profit by the famous Dependability of a UNIVERSAL 100% MARINE MOTOR



Blue-Jacket Twin. Always a favorite for small boats because of its real economy and lasting performance. 12 h.p.



Cruiser Six. For real economy and more years of hard work, this is the model for you. 90 honest h.p.



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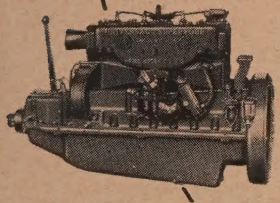

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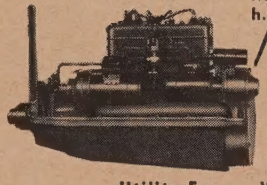
Above All—*Dependable*



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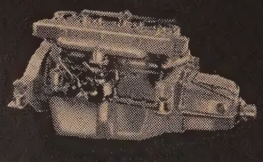
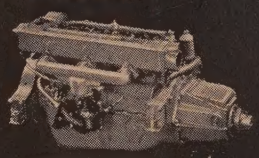


Model K, 95 h.p.



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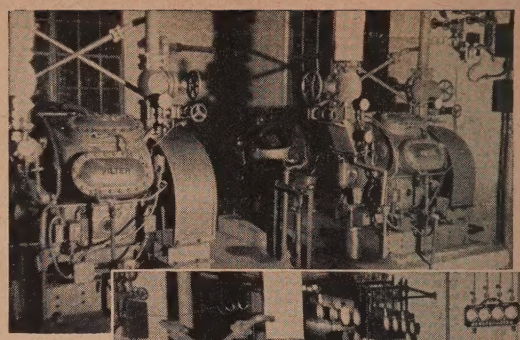

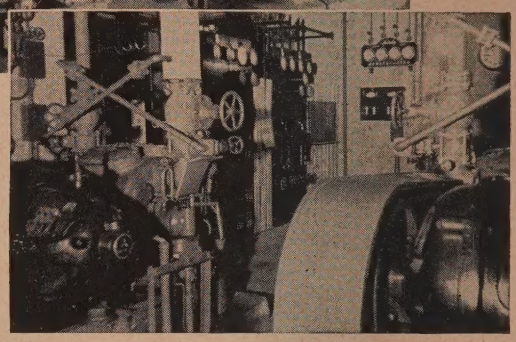

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IT'S VILTER AGAIN

In the plant of Tokushima Suisan K.K., Osaka City, Japan, two new Vilter 75-ton VMC compressors are helping to make ice and store fish. One of the compressors is used in conjunction with a 20-ton ice making plant, while the other provides refrigeration for sixteen cold storage rooms, holding temperatures at −10° C. and −20° C.

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A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

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Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

"...these engines are tops for performance, dependability and economy."

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THERE'S nothing like a repeat order to give proof of owner satisfaction . . . and Peter Xitco of Bellingham, Washington, bears this out. Just read what he has to say:

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VANCOUVER, B. C.—Lipsett Engine & Mfg. Co. Ltd., 1315 Powell St.

PACIFIC FISHERMAN January 1952

WHAT TO DO About Sardines?

Calif. Conference Develops Welter of Conflicting Ideas

Out of a welter of conflicting ideas about what to do about the collapsing California sardine industry, presented at a State-wide meeting called by Fish & Game Commission in Monterey, Dec. 12, came no unified plan, but a determination was evident among the 100 or more representatives of all phases of the industry that were present, that a remedial plan would be presented to the 1953 legislature.

As one of the final acts of the meeting, Seth Gordon, director of the Department of Fish & Game, chairman of the conclave, proposed and the motion was carried, that after the testimony of the Monterey meeting was digested, a committee should be appointed by the industry to prepare a unified program, and appear before the 1953 legislature with it.

This committee would be composed of fishermen, processing plant labor, boat owners, sportsmen, plant operators, and the general public—three of each—representing the three sardine producing areas of the state.

A vote was taken and the majority of those present voted not to ask the governor to consider the sardine situation at a special session of the legislature in 1952. It was also voted that the matter was not one to be handled by an initiative to the people.

The meeting opened with Richard S. Croker, chief, Bureau of Marine Fisheries, giving a roundup of how the sardine situation stacks up at the present time.

By means of charts and graphs Mr. Croker traced the historical sardine migration and catch, showing how the catch has declined, and how the older fish that used to migrate to Vancouver Island have disappeared from the fishery.

"Ten years ago," said Mr. Croker, "there were plenty of older fish to tide the fishery over even if there was a lapse in spawning. The last good spawning year was 1939 and that kept the fishery going through the war.

"Fishing today is dependent on the 1948 spawning, or in other words—on one age group instead of three or four."

Mr. Croker stated that when fish were abundant the fishing effort didn't have much effect on the fish population, but when the fish population is down fishing has a direct effect on abundance.

He went on to say that the only factor of the fishery over which the industry has any control is the amount of fish caught. This has an important effect when fish are scarce.

Mr. Croker then went on to say that the Pacific mackerel fishery was in worse shape than the sardine fishery, and that any management plan for sardines should take in Pacific mackerel as well. The jack mackerel fishery is still in good shape, according to Mr. Croker.

The next speaker was Dr. Robert Miller, director of the California Academy of Sciences, who represented the Marine Research Committee, which has been directing research activities into the sardine fishery for the past several years. Dr. Miller told of the work of the Marine Research Committee, and he was asked if he had any recommendations to make regarding management of the sardine fishery.

He said that due to the fact that the committee scientists had worked on sardines only in years of scarcity, they did not have enough data as yet to enable them to make any such recommendations.

Herbert C. Davis, Terminal Island Seafoods, Ltd., representing the California Fish Canners Association, presented the proposal of the southern California sardine industry.

This group is opposed to any legislation managing and controlling the sardine industry until more answers have been brought in by research.

Mr. Davis pointed out in his talk that he didn't think that the whole problem resolved itself into over fishing, but that the availability of the fish to the fishermen is a factor. He pointed out that in other fisheries, fish would disappear, and would re-appear where the fishermen didn't expect to find them.

In this connection George Christo,

Northern Packing Co., representing the San Francisco Sardine Association, read a portion of a letter from a friend in Alaska in which this friend told of seeing the Indians on the Bering Sea catching large quantities of sardines with dip nets this summer.

Continuing with the southern California ideas, Mr. Davis said that: "we of the southern California fishing industry suggest and offer to limit the use of the California sardine to canning only as a means of reducing the potential take. By this we mean that if it was necessary this would involve not only the entire elimination of straight reduction but a severe and substantial raising of the case pack requirement."

William O. Lunde, Hovden Food Products Corp., and Del Vista Packing Co., Monterey, stated that any bag limit to be effective would be too small to allow the industry to survive. He stated that he was against doing away with straight reduction, and that he was in favor of raising the minimum pack of cases per ton caught of sardines from 13½ to 20. He was also against an extremely short season, and he stated that trucking of fish should not be done away with.

An interested participant in the discussions were Assemblyman Thomas Irwin, Puente, chairman of the interim committee on fish and game. Mr. Irwin asked Mr. Croker if there would be any advantage in having closed areas to sardine fishing, and Mr. Croker replied there would not be since the sardine is a migratory fish.

Sal Colletto, skipper of the Monterey purse seiner *U. S. Liberator*, asked what would happen, if reduction was done away with, to fish that were brought in unfit for canning. It was pointed out that the canners would have to reduce this fish.

Horace Mercurio, Manager, Montrey Purse Seine Association, pointed out that fishermen and boat owners had been conservation minded for many years. He cited the fact that in 1948 Monterey fishermen had introduced the five day week for fishing, backed the idea of no summer pack of sardines, and had installed a small fish rule.

He said that his group were opposed to a bag limit, and that they believe that no drastic steps should be taken until more study had been given to the matter.

C. A. Dewitt, Ocean Fish Protective Association, said that his group wanted a bag limit of sardines with a minimum of 100,000 tons, and a maximum of 300,000 tons, and a bag limit on Pacific mackerel of 5,000 to 25,000 tons.

E. Larry Myers, North Coast Conservation Council, Klamath, stated that his group wanted the sardine industry regulated and managed by the Department of Fish and Game, and that they were opposed to the granting of any straight reduction permits.

E. E. Winters, Sportsmens Council of Central California, Monterey, had much the same to say.

The plan of the San Francisco Sardine Association was presented by Mr. Christo. This plan encompasses the appointing of a five man commission tax by the governor, the members of this commission would be composed of two from the sardine cannery business, one from sardine reduction plant, one man from the fish and game commission, and one man from the public at large. This commission would have the power to supervise and control the plan as per legislation passed, and would have the power to increase the minimum tonnage if the fishery warrants.

There would be an over-all bag limit established. Sixty per cent of the tons allocated as an over-all bag limit be allocated to canneries and 40% of the bag limit to reduction plants. The bag limit would be divided proportionately to the canning plants based on their historical performance starting with the season 1941-42 through 1945-46. The reduction plants to be give equal amounts for each plant.

The plan would continue for three years, and if the industry wishes the plan to continue beyond three years, then the industry may request the legislature to do so.

Other speakers in favor of tighter restrictions on the sardine industry were Mrs. Phyllis Enberg, Associated Sportsmen of California, and Vince Quartararo, Organized Sportsmen of California.

A. H. Mendonca, F. E. Booth Co., Inc., San Francisco, said that they disagreed with the plan projected by the San Francisco Sardine Association. He said that the historical background for the use of the sardine was canning, reduction came later. He said that it was not the function of the department of fish and game to salvage defunct sardine plants, and any recommendations to the legislature should await the results of the cooperative sardine research. He said that straight reduction should be eliminated, and there should be a substantial raise in the case pack, per ton.

C. D. Day, San Carlos Canning Co., presented the views of the Monterey Fish Processors Association. They are in favor of the abolishing of straight reduction, coupled with an increase of case pack per ton of fish. They are opposed to a bag limit, and opposed to plenary powers being given the department of fish and game.

E. T. Meakin, Polarine Fisheries, stated that fish meal is vitally important to the people of the United States and more imporant to them than the canned fish.

John Real, Fishermen's Cooperative, San Pedro, said that no evidence had been produced of lack of abundance of sardines, and until the question of abundance was settled the industry should not be shackled.

He thought further research was the answer, and suggested that the Marine Research Committee program be expanded.

He said that southern California fishermen are of the opinion that fish are going into northern Mexican waters earlier.

Tony Barcott, president, Fishermen's Cooperative Association said that in these southern waters they had found an abundance of sardines in July, August, and September, many more than in previous years.

Andrew Tipich, member of the same organization, said that he doesn't think there is any depletion, that he believes the fish are just in different areas than they used to be.

Speaking for the Fishery Division, ILWU, was Jeff Kibre, who said that the fishermen in his group are against any legislation that would control all of the fishery.

He said that a small working committee representative of all elements in the industry be established to devote itself over the next 90 days to come up with some practical proposals for the good of the industry.

John Hawk, AFL Fish Cannery Workers & Fishermen's Union, stated that his group was opposed to control being given to the department of fish and game, and that they don't want any action taken until they have the recommendations of the Marine Research Committee.

Richard S. Croker, chief, Bureau of Marine Fisheries, recommended that the legislature give the Department of Fish & Game certain regulatory powers, and that legislation provide for seasonal bag limits on both sardines and Pacific mackerel with a minimum annual take of 100,000 tons and a maximum of 300,000 tons of sardines, and a lower limit of 5,000 tons and an upper limit of 25,000 tons for Pacific mackerel. He also recommended that an advisory committee with wide representation be appointed by the governor.

Partial view of the crowd which attended the first general meeting of the Pacific Coast Fish Producers Institute, held at Seattle in December. Nearly 400 vessel owners and fishermen assembled to hear a report on the Institute's activities, particularly with respect to countering destructive imports of tuna.

EQUALIZED TUNA TARIFFS

Objectives of Industry Campaign

Double-barrelled program designed to *equalize tariff status* of tuna in whatever form it may be imported is being launched this month in Congress, with the Pacific Coast Fish Producers Institute, Southern California fishermen's and tuna vessel owners organizations, and the California Fish Canners Association sponsoring.

Congress is being asked to enact a bill establishing a temporary duty of 3¢ per lb. on imported frozen tuna; and later will be asked to bring the tariff on canned tuna-in-brine into line with the existing tariff on canned tuna-in-oil.

Details of the program were outlined at a general meeting of the Pacific Coast Fish Producers Institute in Seattle Dec. 8. It was the first membership meeting of the Institute since its organization in San Francisco last September, and was attended by from 350 to 400 keenly interested persons, most of them fishing vessel owners.

Presiding at the meeting was Mason Case of Moss Landing, Calif., chairman of the Institute. Speakers included Harold E. Lokken, manager of the Fishing Vessel Owners Association, and a member of the advisory board to the American delegate negotiating the fisheries treaty with Japan and Canada; Dr. W. E. Chapman, research director of the American Tunaboat Association; Senator Warren Magnuson of Washington; William Wagner of Long Beach, Calif., president of the Southern California Commercial Fishing Boat Owners Cooperative; Charles White of the San Diego Commercial Boat Owners, Inc.; Dr. Richard Van Cleve, director of the University of Washington School of Fisheries; Fred Wolleson, Astoria, president of the Offshore Fishing Vessel Owners Association; Ray Webb, secretary-treasurer of the Institute, and Washington coordinator.

Tuna-in-Brine Held Most Serious Threat

New awareness of the impact of tuna-in-brine on the American market and its problem-potential marked the meeting and the remarks of several of the speakers.

Dr. Chapman, for example, said: *"Tuna-in-brine is a more serious threat than frozen tuna right now,"* and he went on to say: "Now the canners are squeezed as badly as are the fishermen, and they are supporting our efforts to get a tariff on frozen tuna because they want our help in the fight to raise the tariff on tuna in brine to the same level as that on standard canned tuna."

Tuna canners' position was presented to the meeting in a letter from Montgomery Phister, president of the California Fish Canners Association, written to Mr. Case, chairman of the Institute, who read it. In the letter, Mr. Phister said canners were faced with the same problems as the producers, and that they are "oppressed by both the price and volume of imports"; and also that the industry has lost 500,000 cases of its American market to imports of canned bonito. Mr. Phister concluded in words about as follows:

Seek Equalized Tariff Status for All Tuna

"The tuna industry is closely integrated. The canners' profit or loss is yours also, and vice versa. Today it is to our common interest to equalize the tariff on tuna-in-brine with that on the standard pack of canned tuna-in-oil; and to obtain a duty on

The "head table" at the Seattle meeting of the Pacific Coast Fish Producers Institute in December, left to right: Dr. W. M. Chapman, San Diego, research director, American Tunaboat Association; William Wagner, Long Beach, Southern California Commercial Fishing Boat Owners Cooperative; Charles White, San Diego Commercial Boat Owners, Inc.; Ray Webb, Westport, Wash., secretary-treasurer of the Institute; Harold Lokken, Seattle, Fishing Vessel Owners Association; Mason Case, Moss Landing, chairman of the Institute.

frozen tuna which will put that imported commodity on a comparable tariff level with canned tuna."

Dr. Chapman declared, and Senator Magnuson later confirmed, that the Senate Finance Committee will hold hearings in January on the bill providing a temporary 3¢ tariff on frozen tuna while the Tariff Commission makes a detailed study of tuna imports and costs of production in the United States and abroad.

Assembling and analysis of factual information to support the bill before the Senate was declared one of the Institute's present objectives. Dr. Van Cleve devoted his Christmas vacation period to this task; and the American Tunaboat Association and California Fish Canners Association gather other material of similar factual character.

Pacific Coast Fish Producers Institute "team" in carrying the case to the Senate consists of: Mason Case, Charles White, William Wagner, Ray Webb, H. E. Lokken, Dr. Richard Van Cleve, Bert Johnston of Seattle, Leonard Hall of Coos Bay, and Fred Wolleson.

Equal Tariff Would Check Destructive Surges

Speakers at the Dec. 8 Institute meeting emphasized the desirability of urging before Congress a broad program which would equalize the tariff status of imported tuna on the American market, regardless of the condition in which the commodity might enter this country—canned-in-oil in the standard pack, canned tuna-in-brine, or frozen for canning in this country.

If tuna-in-brine — now entering through a 12½% loophole in the tariff act—was given the same 45% tariff rate as standard canned tuna; and frozen tuna—which now enters free—was given an equivalent duty, speakers contended that the tuna trade would be stabilized and destructive swings of supply end cost eliminated.

Dr. Chapman contended that the recent action of the President in abrogating the trade agreement with Nationalist China greatly simplified the problem and made it possible to hope that equalizing the tariff on the two types of canned tuna could be achieved in the course of a few months.

He explained that abrogation of the trade agreement with Nationalist China leaves tuna

He explained that the President now will be asked to inform Iceland —which produces no canned tuna— that the United States will not consider tuna-in-brine as included among those canned fish items coming under the 12½% tariff.

This done, it will then be possible to ask Congress to *extend the 45% tariff to canned tuna of any kind.*

In winding-up his discussion, Dr. Chapman predicted:

"The Albacore import situation in 1952 will be better;

"But the Yellowfin and Skipjack situation will get worse before we can do much about it."

Trade Agreement Deal Will Shape Tuna Duty

Senator Magnuson emphasized that tariffs are in no wise concerned in the fishery treaty being negotiated between Japan, Canada and the United States; and that "imports and tariffs are matters for trade agreement."

He declared a trade agreement conference was to be expected immediately after ratification of the Treaty of San Francisco restored Japan to full status as a sovereign nation; and that, "in the meantime we hope to pass at least a temporary tariff on frozen tuna."

Some questions asked the senator indicated that some in the audience recalled that the tariff on tuna had been cut in two, from 45 to 22½%, by a trade agreement without the industry being in any way consulted or warned, other than by an announcement that tuna was included among commodities which would be discussed.

Nelson Bros.' Packer Fast With New Diesel

Newest member of Nelson Bros. Fisheries fleet, operating out of Vancouver, B. C., is *Western Challenger,* a converted YMS, which has been repowered with a 560-hp. Union diesel engine. At 325 rpm. a speed of 11½ knots was attained on the trial run. Burrard Shipyard & Engineering Works carried out the conversion job.

Pacific Oyster Seed Area Found in B.C.

Probably the most significant development in the shellfish business in British Columbia for the past few years has been the uncovering of an area which is apparently capable of producing oyster seed, George J. Alexander, deputy minister of provincial fisheries, advises PACIFIC FISHERMAN.

Mr. Alexander reports that the fisheries department is carrying out experiments in this area with a view to providing oyster seed for British Columbia growers as well as having some for export.

"NEVER MIND THE LAW"

Rights of the Pacific Northwest states are being trampled today in a sickening demonstration of the limits to which the Federal bureaucracy will go in its efforts to nationalize all authority, and to govern by edict utterly ignoring democratically enacted laws.

Usurpation of states' rights has been part and parcel of Federal policy for years, but no act in this shameless cycle of greed and grab has been more blatant, more contemptuous of the states than the acts of the Federal Power Commission in the matter of licenses for dams on the Deschutes and Cowlitz Rivers IN ABSOLUTE DISREGARD OF THE LAWS OF THE STATES OF OREGON AND WASHINGTON.

Each of these streams lies wholly within one of these states. The Deschutes, in Oregon, is in no sense navigable. The Cowlitz, in Washington, is navigable only in tidewater, and not within many miles of the locations proposed for dams. What jurisdiction, then, has Federal authority?

Moreover, each state has enacted laws designed to protect these rivers from destruction, and to assure that their resources will be used for the greatest good of the people of the states.

Oregon law requires that the Oregon Fish Commission approve provision for protecting fish life before a dam may be built on such a stream as the Deschutes. Proposals of the Portland General Electric Co. for fish protective works at its Pelton project were not acceptable, and the Fish Commission refused approval. Neverthless, the power company took its project to the Federal Power Commission, whose examiner recommended a license, saying in effect:

"NEVER MIND THE STATE. Go ahead and build your dam."

The Cowlitz River in Washington is the only substantial tributary of the Columbia River not impaired by a dam. In an effort to retain some part of the Columbia's potential as a source of food and recreation, the legislature of the State of Washington enacted a law reserving the Cowlitz River from destructive power development, and establishing it as a sanctuary for migratory fish.

Despite this law, the City of Tacoma applied to the Federal Power Commission for permits to build two dams on the Cowlitz. The Commission's own examiner recommended against the dams, but the commission rejected his finding and issued the licenses, virtually saying:

"NEVER MIND THE LAW. Go ahead and build your dams."

If the Deschutes and Cowlitz dams are built they will destroy the livelihood and recreation of thousands upon thousands of men and women in Oregon and Washington.

If the ruthless policy of Federal totalitarianism prevails in these cases, the rights of the states will be but mockery.

If these things can happen TODAY, what will become of the laws and rights of the states under a Columbia Valley Authority?

The SALMON SPIRAL

Prices Trend Lower • What About Costs?

By W. C. ARNOLD

Much has transpired in the 12 years of existence of the Alaska Salmon Industry, Inc. We fought and won the Second World War, passed through a post-war period, and are now making strenuous preparations for World War Three.

These world-shaking events have left their impact upon our national economy and have worked strange and wondrous changes in our own industry.

As of 1940, the average pack over the 10 preceeding years was approximately 6,000,000 cases. Now, in 1951, the average pack over the 10 preceeding years is about 4,650,000 cases, a decrease of 30%.

In this 12-year period of stimulated production, broadening markets, and the "One-World" concept, production of Alaska canned salmon has dropped off by nearly one-third.

But the dread hand of inflation, with its ever-increasing production costs and selling prices, has also had its effect. The large pack of 1940 had a market value of $31,800,000 and the small pack of 1951 had a market value of $84,250,000.

In other words, the smaller pack of 1951 was worth 164% of the larger pack of 1940.

But those of you who keep books know that the difference has not been reflected entirely in profits.

I have examined the records and extracted one or two representative cost items which reflect increased production costs during the 12-year period under consideration.

In 1940, fishermen in Southeastern Alaska received 8½¢ each for Pink salmon, but in 1951 they received 50¢ each, or an increase over 1940 of 488%. As you know, Pink salmon is the predominant species in Southeastern Alaska, and the second most important species is Chums. In 1940, the fishermen received 9½¢ each for Chums, but in 1951 they received 80¢, or an increase over 1940 of 742%.

But perhaps the selling price of canned salmon increased by equal percentage. Well, if you think so, you are mistaken.

The opening price for Pink salmon

in 1940 was $5.40 per case as against $21.00 per case now, if you can get it. This is an increase of 288% compared with a 488% increase in the cost of raw fish, as I have just mentioned.

The comparison, when applied to Chum salmon, brings no different result. The opening price of Chums in 1940 was $4.80 per case. The present market is about $17.50 per case, or an increase of 264%, as compared with an increase in the price of raw fish of 742%.

It seems fair to assume that, notwithstanding disproportionate increases in the cost of raw fish, superimposed on a sharply decreased production, *some* of the operators have made *some* money. This deduction seems warranted from the fact that most of the people who were in business 12 years ago, when this association was organized, are still in business or have disposed of their interests for reasons other than financial stringency.

But don't be misled into thinking that this circumstance proves that these disproportionate spirals of increase, if continued, will permit you to stay ahead of the sheriff for another 12 years.

No, the end result is inevitable. Production costs and selling costs in this industry must be brought under control. Otherwise, you and I will not be here at the 24th annual meeting of the Alaska Salmon Industry, Inc., and some of us not even to the *14th* annual meeting.

The question is: How to do it? and an answer must be found soon. As surely as we meet here together today, we cannot continue to increase our production costs and to recover those increases by adding them to the selling price of canned salmon. The consumer will not foot the bill. We are pricing ourselves out of the market.

The answer, then, must be found in some method of controlling production costs. I am not connected with, and have no intimate knowledge of circumstances surrounding the purchase of the supplies and materials other than fish which go to make up a can of salmon; but I do know something about wages and fish price agreements. These are the areas where our greatest cost increases are reflected.

It is for you to consider whether your present margin of profit will permit you to absorb substantial additional cost increases. If not, whether you can prevail upon the Office of Price Stabilization to raise your ceilings. If so, whether you can induce the consumer to purchase your product.

NOTE—Mr. Arnold is the managing director of the Alaska Salmon Industry, Inc., and this article is a portion of his remarks to that organization at its 12th annual meeting in Seattle Nov. 27, 1951.

1951 TUNA DELIVERIES COUNTED

17,000 TONS UNDER 1950 RECORD

In 1951 California's tuna showed a deficit of 17,000 tons from the previous year's gross catch—in round figures, 174,000 tons against 191,000. However, due to an important increase in imports of raw material, the domestic industry actually ran 25,000 tons behind, or 1,000,000 cases.

The 17,000-ton deficit represented a drop of around 750,000 cases—probably a little more—from the 1950 pack of 8,157,634 cases. Closest estimates were that the year ended with a California pack of 7,400,000 in round figures.

This was based on November returns of 9,637 tons for Southern California, and an estimated 6,500 tons flumed in December. Thus, by November 30, the industry had received 167,412 tons, and processed 7,145,512 cases. It received at most 6,500 tons in December and canned around 260,000 cases.

By early December it was estimated that around 25% of the hook-and-line fleet was out, in addition to severel purse seiners. Van Camp Sea Food Company was holding to its fleet sailing schedule, releasing 30 clippers in November; 22 in December and, with previous releases in October, would complete its cycle of sailings with eight departures in January.

French Sardine Company was issuing sailing orders to its fleets on rotating plans; and other plants, except Westgate-Sun Harbor Company, were releasing vessels as these calculated their need for raw fish in early 1952.

In early December, all of San Diego's five plants were closed down temporarily. Van Camp announced indefinite suspension of packing operations, declaring its needs for the canned product would be taken care of at the Terminal Island plants. Westgate-Sun Harbor announced a shutdown due to excessive inventories. Other plants, West Coast Packing Corporation, California Tuna Canning Company had no loaded clippers in port. High Seas Tuna Packing Company went inactive when its parent company, French Sardine transferred incoming vessels to Terminal Island.

Practically no foreign raw fish arrived during the past two months of 1951. Of the November figures presumably foreign were 291 tons.

As to the outlook for raw fish during early 1952, it was estimated that, with the hook-and-liners and purse seiners out or to be released in December, there was a potential 4,000 tons of raw material, or 160,000 cases.

As of mid-December the raw-price structure of $310-300-290 was holding firm for departing vessels. However, there were plenty of rumors that, to get sailing orders, some owners were consenting to raw fish price reductions, but paying off crews at recognized scale.

Fishermen received an additional blow when, on December 1 the announced raw price for yellowtail dropped to $150 from $160. This particularly affected the hard-hit purse seiners.

As to the latter fleet, its tuna catch was way off last year. Up to December 1 the entire fleet had delivered only 12,890 tons, for 164 completed trips. Joe Mardesich, with Marion Joncich's *Pioneer* completed six trips for 596 tons; John Zorotovich with the *Defense* also made six trips, for 642 tons. The *Anthony M*, with Anton and Dominick Misetich alternating as skippers, made four trips, including the Galapagos Islands, and unloaded 990 tons. At sea in December were the *Defense* and *Arlene S.*

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California Operators Concentrate Their Fire on Tuna-in-Brine Imports

Canned tuna in brine, mainly from Japan, was causing Southern California packers considerable worry as 1951 ended. During October and November it was estimated more than 100,000 cases poured into the country, with important additions in December. For first nine months of 1951 imports of canned tuna in brine, from Japan, Peru, Angola, etc., had totaled 4,436,740 lbs., against 319,043 lbs. for the same period in 1950.

California Fish Canners Association through its president, Montgomery Phister, filed an application with the U. S. Tariff commission for relief from canned tuna-in-brine imports.

Trade agreements with Nationalist China and with Iceland, make tuna-in-brine duty of 12½% instead of 45% because of application of the category, "other fish, canned, not in oil." Congress could amend the general tariff act and give the protection sought, by simply eliminating from the tariff act the words "packed in oil," which would then apply the 45% duty to any canned tuna.

Hearings before the Senate Finance committee on the House-passed H.R. 5693, providing for a 3¢ per lb. duty on frozen and fresh tuna were said scheduled soon after Congress convenes January 8, according to officials of the American Tuna Boat Association.

Support of the 3¢ per lb. tariff was voted by the western region of the Council of State Governments, meeting in early December at Denver.

An outfit at Washington, D. C., called National Tuna Canning Association—principals unknown at press-time—was circulating petitions and attempting to generate opposition to passage of the 3¢ per lb. tariff.

The Southern California canning industry, represented by the CFCA, is "strongly" supporting the 3¢ per lb. tariff on frozen tuna imports and has told Jack K. McFall, assistant Secretary of State (who hinted the department might reverse its stand and oppose the bill) the industry is not especially concerned over a possible bad reaction in Latin America because:

1. Raw tuna exported to the U. S. from there is negligible;

2. Price paid to Latin American fishermen by importers is low, thus enabling them to absorb a duty readily;

3. Success of the entire Latin American fisheries economy depends largely on a vigorous and prosperous U. S. industry.

The CFCA petition to the Tariff commission also requested sharp boosts in the duty on canned bonito and yellowtail in brine; and the same canned in oil. It also requested import quotas on tuna, bonito and yellowtail.

The association asked the commission to recommend to the President, increased duty on tuna, bonito and yellowtail from the present 12½% ad valorem to the maximum permitted by law. (That would be 18¾%, and perhaps 25% if the President would withdraw the so-called Icelandic Agreement of 1943.)

Also asked was a boost from the present 15% on canned bonito in oil to the "maximum," 30%. Imports of tuna, bonito and yellowtail in brine were asked limited to 50% if imports from July, 1950 to June 30, 1951; and on bonito and yellowtail in oil average of years 1949-50-51.

Halferty Buys Whiz Interest in Canneries

G. P. Halferty, veteran packer of salmon and clams, announced in December that he had purchased the Alhadeff interest in Whiz-Halferty Canneries, Inc., and in the future would conduct that company's operations on the Copper River, Cook Inlet, Kodiak Island and Prince William Sound under the name: Halferty Canneries, Inc., with headquarters in the Colman Building, Seattle.

Operating personnel is unchanged, with Frank McConaghy as general superintendent; Vernon Paulsen superintendent at Cordova and Orin Kuhnley superintendent at Kodiak.

Whiz-Halferty Canneries, Inc., was formed in January, 1950, to own the Halferty salmon and clam cannery at Cordova; the Whiz Fish Products Co. cannery at Kodiak, formerly the plant of Frank McConaghy & Co.; and the Cordova cannery acquired by Whiz in 1949 from the Gilbert Packing Co.

Sardine Pack 1.4 Million Low

Southern California sardine packers added only 15,330 tons, or 325,984 cases in November to bring the total to 1,674,225 cases, against 3,076,819 for two months' operations in the 1950-51 season. Thus a loss of 1,402,594 cases was shown and it made the packers very unhappy.

With December and January yields becoming progressively smaller, almost with each succeeding day, canners were not in the markets very enthusiastically. Some weren't in at all; others only to a limited degree.

Domestic demand was naturally good; export wasn't too brisk but packers could sell practically where they wished, whether it was the Philippines or South America or elsewhere.

If packers could be said to be "long," it was on ovals; talls, natural were practically exhausted in early December and, unless tonnage picked up, would probably be off the markets entirely.

The general level of price quotations were: Talls, $5.75; Ovals, $8.20. However, it was mostly a case of ceilings, and here there was quite a spread among packers. It was reported that, in ovals, for example, price ceilings among the various canners were from $8.20 to as high as $9.25, 48s.

Fishery Technologist Dies

Dr. Basil E. Bailey, 45, one of British Columbia's best known fisheries technologists, died suddenly in Vancouver recently. He was senior biochemist and head of the technological information service of the Pacific Fisheries Experimental Station of the Fisheries Research Board of Canada at the time of his death.

Initial general meeting of the Northwest Fisheries Association, newly-formed organization of Puget Sound and Grays Harbor firms engaging in the wholesale fresh and frozen fish trade, held in Seattle in December. Seated at the head table in front of the mirror are Jack Caston, president, left, and E. A. Ruthford, vice president. Standing is Charles R. Pollock, executive secretary.

N. W. Fisheries Association Is Functioning Actively

Initial general meeting of the newly formed Northwest Fisheries Association was held in Seattle early in December, with monthly meetings scheduled thereafter. President of the association is Jack Caston, Whiz Fish Products; vice president, E. A. Ruthford, San Juan Fishing & Packing Co.; secretary, Harlan Gorham, Oxenberg Bros.; treasurer, Palmer G. Olson, New England Fish Co.

Purposes of the association generally are to study, advise and recommend with respect to conservation, pollution control, legislation, dams; to represent the fresh and frozen fish industry before government; to compile and distribute information; to seek standards of quality, fair freight rates, fair labor and employment conditions; and to bargain with respect to hours and wages.

Annual election of trustees is expected to be held in February.

New Washington Fish Patrol Head Chosen

Lieut. Charles L. Hall, of the Washington State Patrol, has been obtained to act as supervisor of the Department of Fisheries patrol division. Born and educated in Seattle, Lieut. Hall has served since 1933 with the state patrol, and most recently was in charge of the Snohomish district.

As supervisor of the fisheries patrol, he will undertake its substantial reorganization, including establishment of a law enforcement training program for present and new personnel.

Lieut. Hall succeeds E. M. Benn, whose dismissal some months ago precipitated a temporary personnel crisis in the department.

Fred Gunderson of Wrangell Heads Alaska Salmon Industry

Fred Gunderson of Wrangell was elected president of the Alaska Salmon Industry, Inc., at its 12th annual meeting at the end of November.

Mr. Gunderson, his brothers, and his father have been engaged in fishing in the Wrangell district for many years, and the Industry's new president is also manager of Independent Salmon Canneries, Inc., with a cannery at Ketchikan.

Regionally-chosen directors of the Institute were announced as follows:

Bristol Bay—Guy V. Graham, Libby, McNeill & Libby; Aubin Barthold, Alaska Packers Association; William B. Wootton, Columbia River Packers Association.

Western Alaska—Capt. Don Davis, P. E. Harris Co., Inc.; S. G. Tarrant, Pacific American Fisheries; E. E. Murray, Alaska Pacific Salmon Corporation.

Kodiak District — O. H. Grimes, Grimes Packing Co.; Charles Turner, Kodiak Fisheries Co.; William Calvert, Peninsula Packing Co.

Cook Inlet — Jack Lind, Alaska Year-Round Canneries; Vance Sutter, Fidalgo Island Packing Co.; C. E. Anderson, Seldovia Bay Packing Co.

Copper River-Prince William Sound—Joe E. Most, Copper River Packing Co.; M. G. Brown, Ellamar Packing Co.; C. F. Johnson, Port Ashton Packing Co.

Southeast Alaska, North — Oscar Bergseth, New England Fish Co.; Frank Wright, Pyramid Fisheries Co.; A. R. Brueger, Farwest Wrangell Co.

Southeast Alaska, South — A. W. Brindle, Wards Cove Packing Co.; H. B. Friele, Nakat Packing Corporation; Fred Gunderson, Independent Salmon Canneries.

In retiring after two years as president, C. F. Johnson expresses the considered conviction that the service and representation provided by the A.S.I. is needed today as never before, and stands as "our best buy." The industry goes into 1952 with new problems arising and many of the old ones intensified, he told the membership.

The meeting voted continuation of the Industry organization and functions as in the past, and provided for renewal and some extension of the independent but related Alaska Salmon Institute.

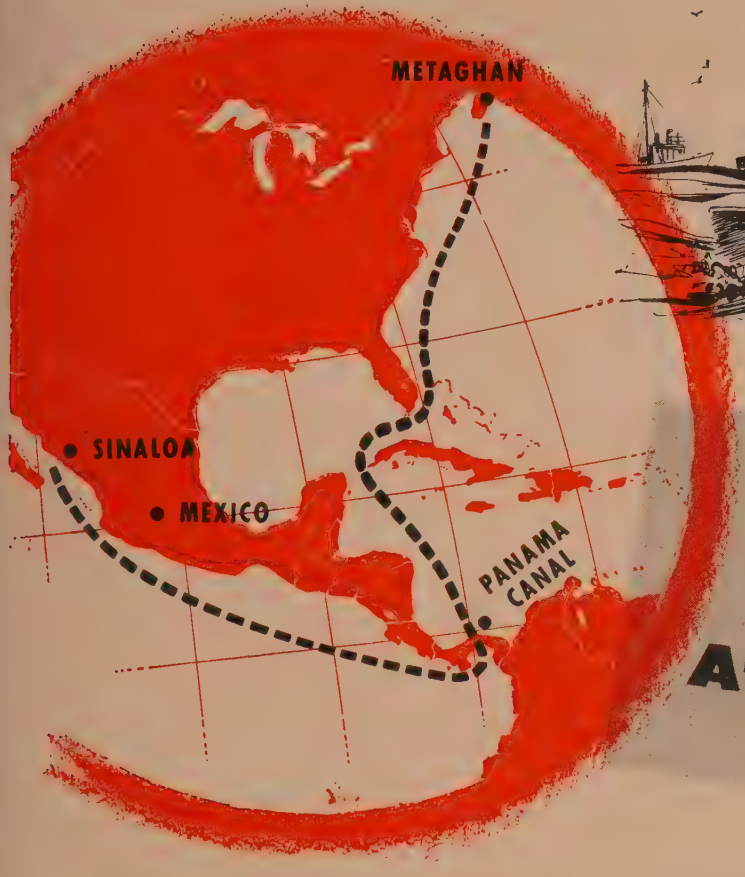
Alaska Board Protests Lack of Treaty Voice

The Alaska Fisheries Board in December dispatched a strongly-worded telegram to Secretary of State Acheson—copy to Secretary of the Interior Chapman—protesting that no "bona-fide Alaskans" were included on the five-man advisory committee which accompanied the American delegate to Tokyo to negotiate a fishery conservation treaty with Japan and Canada.

The board included in the wire its complaint that Alaska had never had representation on the International Fisheries Commission, which controls the halibut fishery.

Governor Ernest Gruening and Congressional Delegate E. L. Bartlett added their signatures to the protest telegram.

They Sailed From Canada to Catch Mexican Shrimp



...and their engines were **Atlas Diesels**

Last spring, six shrimp draggers sailed from Metaghan, Nova Scotia, down the eastern coast, through the Panama Canal, up the coast of Mexico, 5500 miles to the Sinaloa Coast in the Gulf of California.

Atlas Diesels power all six of these draggers—heavy-duty Model 38 Atlas Marine Engines which develop approximately 100 horsepower and which are noted for their low fuel consumption and maintenance costs.

Although they are just 58 feet long, and slightly over 16 feet at the beam, they made the long ocean voyage without any mechanical trouble or mishap despite the rough weather encountered. On arrival at their final destination they were ready for service.

These boats will be subjected to rough treatment, and they have already demonstrated their ability to take it. The performance of their engines is proof that Atlas Marine Diesels can take it, too.

That extra stamina is built into all Superior and Atlas Diesels built for marine service. Construction and application details are contained in a series of new Atlas and Superior Marine Diesel Bulletins. Tell us your engine requirements so that we can furnish full information.

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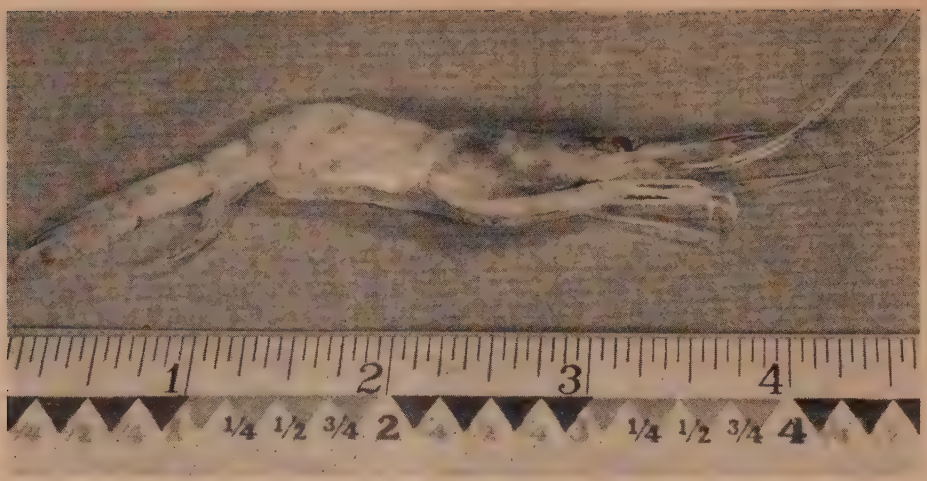


Here is the little pink shrimp—shown approximately life-size—whose discovery in quantity off the California and Oregon coasts may herald development of a new Pacific fishery.

"SHRIMP RUSH"

Billed to Start Next Spring

Commercial shrimp fishing will commence off the California coast in 1952—probably in April. Upwards of 50 vessels may be expected to engage in the fishery at the start.

This was assured by the fact that 50 applications for special shrimp trawl permits had been received before the California Fish and Game commission had formally provided for them.

The "shrimp rush" was touched-off when the California research vessel *N. B. Scofield* found substantial populations of a small shrimp at several locations off the coast. Actually the vessel was seeking large shrimp of a type occasionally found in the fishermen's pots. These were not encountered in quantity, but a smaller type—*Pandalus jordani*—proved to be quite abundant on green mud bottoms.

"Commercial" Catches Are Made

The research was conducted with a steel frame beam trawl with a 10′ opening and a cod end of 1″ mesh. Shrimp were found in commercial abundance in four general locations—off Avila; in about 56 fathoms off Bodega Head; in from 50 to 75 fathoms off Shelter Cove; and from the vicinity of Crescent City north to the Oregon line. This bed was by far the largest found, and evidently continued into Oregon waters. Shrimp were taken there at from 50 to 75 fathoms, with best fishing from 58 to 64 fathoms.

All drags made were of 15 minutes duration—counting the time that the trawl was actually on the bottom. Areas for prospecting were found in part by "try" and in part by investigating bottoms marked "green mud" on navigation charts. A Bendix depth recorder was used in connection with the exploration, and an angle-depression indicator was used on the trawl line, together with a spring balance to indicate variations of strain.

Trawling on the Bodega Head bed produced an average of 61 lbs. of shrimp per 15 minute drag. This average rose to 170 lbs. per drag off Shelter Cove. The big area running north from Crescent City yielded an average of 126 lbs. per drag.

Calif. Shrimp Rules Outlined

The California law provided a minimum size of 5″ for trawl mesh. Accordingly, it was necessary to have the legislature change the law to enable the fish and game authorities to issue permits for use of smaller web in trawls for specific purposes.

With this authority in hand, and in consultation with the industry, Richard Croker, chief of the Bureau of Marine Fisheries, drew up proposed regulations for the prospective shrimp fishery. These regulations were expected to be acted upon at the December meeting of the Fish and Game Commission.

They propose:

1. An open season from April 1 to Sept. 30.
2. Three areas, with catch quotas as follows: From Oregon line to Cape Mendocino, 1,500,000 lbs.; from Cape Mendocino to Pigeon Point, 750,000 lbs.; from Pigeon Point south, 250,000 lbs. Fishermen are required to report their shrimp catches to the bureau within 24 hours of landing.
3. Fishing limited to beam trawls with maximum opening of 20′, operated by a single cable. Not more than one trawl to be fished at one time, minimum mesh to be 1⅛″ *inside knots.*
4. *All fish* taken in shrimp trawls to be returned to the water.

In outlining these proposals Mr. Crocker made it plain that they are preliminary, and definitely subject to change as information accumulates. The quotas in particular were arrived at on a guess-work basis in order to prevent overfishing which might be disastrous economically as well as damaging to the shrimp resource. The quotas were set at levels which it is believed could be taken from the known beds without damage.

Oregon Find Shrimp Beds Also

Taking a tip from California, the Oregon Fish Commission undertook

similar exploratory work off the coast of that state. At time of writing exploration for shrimp had been carried out on green mud bottoms from the Columbia River south to the Siletz River. The program calls for eventual extension of this work as far as the California line.

Shrimp were found at numerous spots along the Oregon coast, particularly off the Columbia, off Cape Falcon, Cape Lookout and Siletz Bay. Nowhere, however, were they taken in the abundance noted in California waters.

All of the shrimp taken in the California and Oregon explorations were small in size, similar to the shrimp fished extensively in the vicinity of Petersburg, Alaska, although the dominant Alaska species is *Pandalus borealis*. The difference between the two species is minute, and apparent only to experts.

The shrimp taken off Oregon averaged from 103 to 140 to the pound, round, depending on the area fished, and from 193 to 260 to the pound headless. This gave recovery on the order of 53.9%.

70 Years of Salmon Canning Counted by J. H. Todd & Sons

The goldfields of British Columbia's Cariboo country lured fortune seekers from all corners of the world back in the 1860's. One of them was J. H. Todd, who had his share of luck in the Barkerville camp and drifted back to Victoria to establish a wholesale grocery business. A few years later he bought the old Richmond cannery on the Fraser river.

The venture was a success from the beginning, and the company that bears the Todd name is observing its 80th anniversary in salmon canning. It may be the only company in the world with such a record, because J. H. Todd & Sons Ltd. have been continuously packing salmon since 1881.

Seven years after acquiring the Richmond cannery, Mr. Todd built the Beaver cannery, and this was renamed the Richmond cannery when the original plant was shut down. As the early-day salmon canners pushed into the north, Tod decentralized his operation, building modern canneries at Inverness, Rivers Inlet and Klemtu, as well as at Esquimalt. Todd's "Horseshoe" brand salmon is one of the oldest brand names in Canada, dating back to 1882.

The Todd house flag—a horseshoe on a red background—is flown wherever British Columbia fishermen operate—in Hecate Straits, off the west coast of Vancouver Island, in Prince Rupert waters and off the Fraser. Twenty seiners, 300 gillnetters and 42 packers and collector boats fly the flag.

Head office of the company is at 1306 Wharf Street, Victoria, near the site of the original wholesale grocery business that marked Todd's first business enterprise.

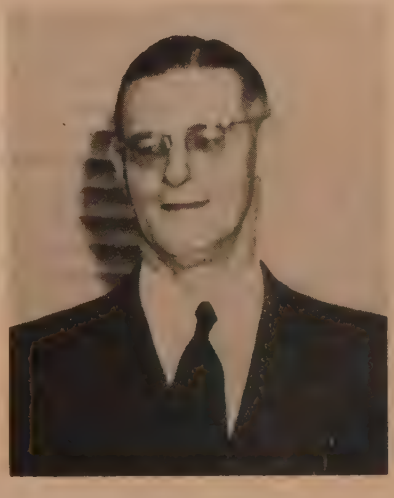
E. D. Todd, a grandson of the founder of the company, became head of the organization in 1942 and is its president today. R. W. Sinclair, who succeeded L. B. Bing as general manager in 1950, directs the company's far-flung operations.

The Todd organization today has five canneries in British Columbia, as follows: "Empire," Esquimalt, W. Rasmussen, manager; "Klemtu," Klemtu Pass, C. O. Snell, manager; "Inverness," Skeena River, C. H. McKinnell, manager; "Beaver," Rivers Inlet, George Johnston, manager; "Richmond," Fraser River, R. E. Hepple, manager.

During the 1951 season, however, only the Klemtu and Empire canneries were in operation, the other plants being used as camps only.

The company's fresh and frozen operation was carried on at cold storage plants in Victoria and Klemtu, with a receiving and processing branch in the British Columbia Ice & Cold Storage Co. plant at Vancouver.

R. W. Sinclair, general manager of J. H. Todd & Sons, ltd., salmon canners for 80 years.



Eureka Crabbing Active At 12c Per Pound

Although the local crab season was not to get underway until December 15, a month later than in recent years, the latter part of November and early December found several Eureka companies busy handling and processing crabs brought in from open areas to the south.

Twelve boats from San Francisco took up headquarters on Humboldt Bay on November 15, and were operating to the south from that point, fishing around Bodega Bay and north of San Francisco on a regular "commuter" basis. Also, a number of northern California craft were getting in on the early operations, planning to shift to the local area about the middle of December.

Companies receiving deliveries during this interim period included the Lazio Fish Company, Theo Weissich Fish Company, Balestrieri Fish Company, and the Snider Fish Company, newly formed concern at Fields Landing, on the south basin of Humboldt Bay.

Companies were paying a uniform price of 12¢ per pound for crab delivered at dockside. Indications were that this price would stand at least through the early part of the season, as operators reported a somewhat slow tendency in the market. The crabs were reported of excellent quality, and quite large for this time of the season.

The Snider Fish Company processed a total of 50,000 pounds during its first week of operations. This firm is employing a crew of 30 pickers. The vacuum packed product is being trucked to Oakland where distribution is made through the Norfish Sales Company. The company also runs a truck between the plant and Bodega Bay, picking up deliveries from boats at the latter point.

Van Camp Closes San Diego Cannery

Glen H. Copeland, manager for Van Camp Sea Food Co. at San Diego announced on Nov. 23 that tuna canning at the San Diego plant was to be suspended there indefinitely, with activity centering at the Terminal Island plant under the present restricted schedule for sailing of the cannery's tuna vessels.

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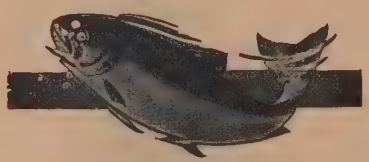

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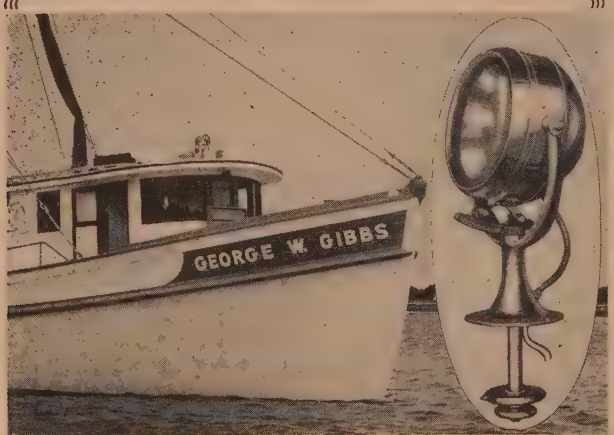

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PACIFIC Fisherman's NEWS

DOUBLE-BARRELLED DRIVE AIMS AT EQUALIZED TARIFFS ON TUNA

Details of the double-barrelled fight being made before Congress to secure equalized tariff treatment for all forms of tuna were given to some 400 fishing vessel owners and crewmen at the first general meeting of the Pacific Coast Fish Producers Institute in Seattle Dec. 8.

Renewed fight for a duty of 3¢ per lb. on imports of frozen tuna will be made before the Senate Finance committee this month. (The bill passed the House last fall.)

Fantastic increase in the imports of canned tuna-in-brine (which enters a 12½% "loophole" duty) has brought the canners actively into the fight, the meeting was told, and the second phase of the campaign is aimed at having Congress bring tuna-in-brine into the same 45% duty bracket as standard canned tuna.

Dr. W. M. Chapman, one of the principal speakers at the meeting, told the Institute that in the last six months of 1951 tuna-in-brine imports had soared from nothing until by the end of the year they accounted for *60% of all tuna sales on the Seattle market.*

He predicted that the import situation with respect to Albacore would be somewhat better in 1952; but that the situation with respect to Yellowfin and Skipjack would "get worse before we can do much about it."

The Institute is to send a "team" to Washington in January to cooperate with delegations from other organizations in the tuna duty fight before Congress. Nominated for this Institute group were: Mason Case, Moss Landing, Institute chairman; Charles White, San Diego Commercial Boat Owners, and Southern California coordinator for the Institute; William Wagner, Long Beach, president of the Southern California Commercial Fishing Boat Owners Cooperative; Ray Webb, Westport, Wash., secretary-treasurer of the Institute and Washington co-ordinator; H. E. Lokken, manager, Fishing Vessel Owners Association; Dr. Richard Van Cleve, director, University of Washington School of Fisheries; Bert Johnston, Seattle, manager, Fishermen's Cooperative Association; Leonard Hall of Coos Bay; Fred Wolleson, Astoria, director of the Institute.

Fred Wolleson, director of the Pacific Coast Fish Producers Institute, and originator of the idea which resulted in formation of the organization, addressing the first general meeting of the organization's membership at Seattle in December.

Tuna Emergency Group Maintains Active Program

San Pedro's Tuna Industry Emergency Committee, of which Mrs. Andrew Xitco is chairman (Captain Xitco has the seiner *North Queen)* recently had key men in the fishing industry outline plans to try to get help from other states in the fight against increasing amounts of imported tuna.

Speakers at the meeting were: Bill Wagner, president of the Southern California Commercial Fishing Boat Owners Cooperative; Roy Beaton, manager of the California Fish Canners organization; Anthony Sokolich, secretary-treasurer of the fishermen's union, affiliated with the ILWU; John Real, manager of the Fishermen's Cooperative Association; Paul Canner, official of the cannery workers' union; and Marty Medak, San Pedro civic leader. Mr. Real pointed to the extent to which the welfare of San Pedro is dependent upon the income from the tuna fishing industry.

On Dec. 1 California Assemblyman Vincent Thomas of San Pedro presented a resolution asking for remedial action on the importation of tuna to the western regional conference of the council of state governments. Others associated with the fishing industry in attendance at the conference were C. A. Holliday, California Tuna Packing Co., San Diego; John Calise and James Waugh (fishermen and cannery workers' representatives) of San Pedro; and Harold Cary, general manager of the American Tunaboat Assn., San Diego.

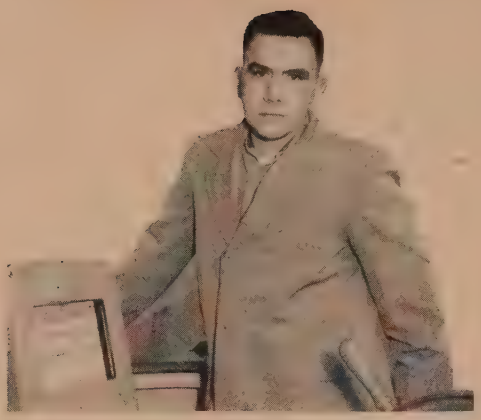
"Comet" is Commissioned

The new *Comet,* scheduled to fish for the French Sardine Co., has arrived in San Diego in ballast from Tacoma and is awaiting sailing orders. The clipper was designed by Arthur DeFever and was built by Tacoma Boat Building Co.

The seine boat *Betty,* owned by *Carl Eskland* of Wrangell, sank off Brownson Island reef recently. Eskland was taken off by the boat *Caroline,* and planned to patch it at low tide while it was on the reef. With a change in tides, however, it slipped off the reef into deep water.

Puget Fisherman Burns

The 43′ fishing vessel *Neptuna,* owned by George Wilson of Sekiu, Wash., suffered $15,000 damage by fire which broke out aboard the craft in the San Juan Island early this winter. Wilson was taken off by another boat.



"Gil" Hamilton, owner of seiner "Ronny"

Fishermen Prefer BENDIX

"I consider Bendix an absolute necessity!"

says Gilbert Hamilton

. . . owner and skipper of the "Ronny," 48 ft. seiner fishing for New England Fish Co., out of their Noyes Island Cannery, Alaska.

In July, 1949, the popular Model DR-7 "Bantam" 100 fathom Bendix Depth Recorder was installed on the "Ronny." Skipper "Gil" Hamilton likes to fish "close in" and states that Bendix' permanent graph recording of the bottom makes this type of fishing possible with safety to boat and gear.

"My Bendix has proved its worth many times in locating fish and avoiding trouble. Coming down the Inland Passage last season in solid fog, we used our Bendix for navigation for three nights and two days. Our compass was out, but we came through safely using the Bendix. Believe me—I wouldn't trade my Bendix for anything!"

"Ronny," 48 ft. seiner, depends on Bendix while fishing out of Noyes Island Cannery, Alaska

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Twin Harbor Topics

Hubert Martin Quirin, 50, veteran Grays Harbor deep sea fisherman, died November 28 after a short illness. Quirin operated the *Tillie M,* fishing both in Alaskan waters and off Grays Harbor. In recent years he had devoted most of his time to crab fishing. He was a member and an officer of the Westport Crab Producers Co-operative.

Robert Pine, Bay Center oyster worker, suffered severe injuries to his arm and body November 22 and is being treated at a Seattle hospital. Pine suffered multiple fractures of his arm and three broken ribs when his arm caught in the revolving shaft of an oyster barge.

Westport resident have asked port of Grays Harbor commissioners to provide additional moorage space at the Westport dock to relieve congestion.

Fishermen's eyes bulged when *Wayne Aho,* Aberdeen, hauled a 25 pound Silver salmon from the Chehalis river Nov. 15. Aho said it was the largest Silver he had seen in 25 years of fishing and the cannery to which he took it, reported it was the largest it had ever received. The fish was 38" long.

Two young commercial fishermen, *John Duggen,* 22, Chehalis, and *Don Easom,* 24, Nehalem, Ore., have been missing since November 9 and are believed to have drowned in Willapa bay. The men were last seen when they left North River on Friday in a 12-foot skiff bound for South Bend. The skiff was found the next day near the I. I. slough by *Leon Gugenbickler* and *Elvin Ellingsen.*

Duggen and Easom had been fishing commercially out of Bay Center with Easom's uncle.

With landings of 140,786 pounds at the Westport dock during October, last month of offshore fishing for the year, total salmon landings for the year climbed to 3,077,133 pounds, approximately double those for 1950, the port of Grays Harbor reported Nov. 15.

Tuna landings during October were 25,124 pounds, bringing the season's total to 86,768 pounds, both figures far below those for the same periods last year.

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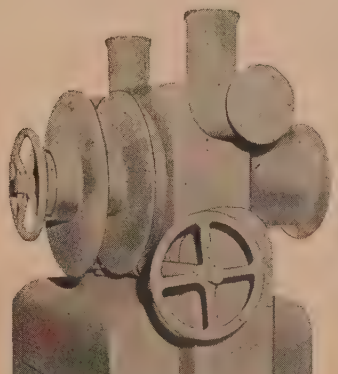

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ARNE STROM — HALDOR DAHL

Cooperative Hoists Sardine Price to $60 Record Level

John Real, manager of the Fishermen's Cooperative Assn., San Pedro, in appraising the highlights and progress of the Cooperative's 1951 program considers most outstanding is the successful operation its the cooperative marketing plan, under which, acting as agent for its almost 200 members, the Cooperative carried on all business negotiations with canneries in the sardine and mackerel fisheries.

In the 1951-1952 sardine season the Cooperative in its negotiations with canneries secured a $46 a ton price for sardines at the opening of the season, and provided for a raise in this price if the catch did not reach a specified figure. Therefore the price to purse seiners for sardines first went to $50 a ton and rose to $60 on Nov. 27, after the fleet had been tied up since Nov. 16 pending price negotiations.

The price of Pacific mackerel, negotiated through the Cooperative, was $60 a ton in December, an increase of $10 a ton over the price in 1950.

The year of 1951 saw an increase of 50% in membership, and all but two Federated Boat Owners vessels joining the Cooperative.

Efforts of the Cooperative to prevent the passage of legislation in the state of California which would have been detrimental to the purse seine fisheries were successful.

On the whole the year of 1951 has seen improved labor and industrial relations in the purse seine fishery. A suit which Los Angeles-Long Beach fish canneries had filed against the Cooperative and the several fishermen's unions was dropped in late 1951, as was the suit by Local 33 against the Cooperative and various canneries.

On the tuna side, Cooperative boats produced about one-third less than in 1950. These boats were caught in the same ebbing tide as were the live-bait boats, that is, the damaging effects of increasing amounts of imports of raw tuna from Japan and Peru. Most active in the effort to secure some kind of remedial federal action is the San Pedro Tuna Industry Emergency Committee, of which Mrs. Andrew Xitco (he has the *North Queen*) is chairman. The main activity of this group has been to urge California citizens who write to their congressmen, requesting legislation to control and reduce the amount of tuna imports into the United States.

18 Van Camp Tuna Boats Still at Sea

At the time this issue of PFN was prepared for press the Van Camp Sea Food Co., San Diego, reported 18 vessels at sea. Latest departures included the *Mary C. Canas, Marie Louise, Lusitania* and *Favorite*. These boats will not be ready to deliver tuna, however, until after the first of the year.

Capt. R. H. Baker, San Diego master mariner, has built new headquarters for his school of navigation for tuna personnel on the Byron St. mole of the new Point Loma small-boat area. Recent pupils to graduate include, Richard *Joseph,* skipper of the *Antoinette B; John Gonsalves* of the *St. Joseph; Julius Zolezzi, Lone Wolf,* and *Joe Plichta, Sun Harbor.*

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San Francisco Soundings

Frank Bracato's San Pedro-based fishing boat **Geronimo** has been equipped with a Sur Echo depth recorder through the Hanchete Boat Shop, San Pedro. The boat fishes for Albacore and also with gillnets.

Consolidated Fisheries, Inc., San Francisco, has equipped two of its draggers, **Crescent No. 2** and the **Lincoln** with 65-watt Northern Electric radio telephones. Consolidated Fisheries has a crab picking operation again this year at its Bodega Bay plant. It is under the direction of Wade Graves.

Michaele Pisani, engineer on the Consolidated Fisheries, Inc., San Francisco, dragger, **Crescent No. 2**, left last month for a trip to Italy.

Benny Pignatti, skipper of the trawler **Admiral King**, drydocked his craft at Anderson & Cristofani, San Francisco after a successful season dragging out of Eureka for the Tom Lazio Fish Co.

The San Francisco purse seiner **New St. Joseph**, Sammy Tarantino, skipper, was in a collision with the boat **Jennie M.** out of San Pedro. The stem of the **New St. Joseph** and other repairs were made at the San Pedro Boat Works.

The Monterey purse seiner **A. A. Ferrante**, skippered by Frank Ferrante, and the Monterey purse seiner **New Limited**, skippered by Sal Melicia were in a collision off Pt. Concepcion. Damages to the stem of **A. A. Ferrante** were made at the Long Beach Marine Repair Co.

The San Francisco purse seiner **New Rex**, Vince Spadaro, skipper, had a series of minor collisions last month on two consecutive days. On the first day she and the **C. R. Martinolich**, Monterey purse seiner, Vince Cefalu, skipper collided, and the next day she and the purse seiner **Calistar** were in a collision.

Excel, well known San Francisco sharker, Adolf Stemland, skipper, has been sold to Johnston & King, Lewes, Delaware, who are the contractors for removing the hulk of the sunken hospital ship **Benevolence** from the main ship channel leading into the Golden Gate.

Jim Davi, and Gus Bruno, partners in the San Francisco sardine processing plant, J-D Packing Co., have been fishing on the Seattle purse seiner **Westward**, owned by Nels Folkestad, out of southern California ports. Jim is skipper of **Westward.**

The Monterey purse seiner **New Roma**, Nino Davi, skipper, is one of the high boats of the Monterey fleet. She chalked up a catch of 960 tons for the October dark, fishing in southern waters.

Tom Manzella, Mario Manzella, and Denny D'Angelo, San Francisco hook-and-line boat owners have all purchased Chrysler Crowns from Boicelli & Boss, Fishermen's Wharf to re-power their craft.

Nick Resino, San Francisco, is **having** Geno Boat Works, San Francisco, build him a 34 x 11′ combination boat. Nick formerly had the boat **Martha**, and that will be the name of the new craft. She will be powered with a 110 hp GM diesel engine, purchased from Shore Line Diesel Maintenance Co., Fishermen's Wharf, and will have a 2-1 Twin Disc reverse and reduction gear, as well as a 2″ Monel Metal shaft.

Sebastiano Aliotti, San Francisco, has purchased a new GM 3-cyl. diesel engine equipped with a 2-1 Twin Disc clutch and reverse gear diesel engine, from the Shore Line Diesel Maintenance Co., Fishermen's Wharf, to repower his combination boat **Tonia A.** The engine will be installed by Shore Line also.

Filippo Aliotti, San Francisco, has equipped his combination boat **Paulie Boy**, with a Submarine Signal Co. Fathometer.

Orlando "Babe" Pinelli, assistant manager, Standard Oil Co. marine service station, Fishermen's Wharf, San Francisco, and his wife enjoyed a motor trip through the South as far as Florida this fall.

The San Francisco dragger **Achille Paladini**, owned by A. Paladini, Inc., has been equipped with a "Cat" D4400 marine diesel engine to power the dragging winch. The engine was sold by the Thomas A. Short Co., San Francisco.

C. F. "Cal" Bashaw, recently appointed manager of Northern Commercial Company's "Caterpillar" department in Anchorage, brings a background of Alaska experience to his new job. Before the war he spent two years in Sitka and one year in Juneau.

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JUNEAU JOTTINGS

Fisherman *Carl Jensen* of Juneau took himself a wife, the attractive Miss Carolyn Hoff, recently. Jensen is owner-master of the troller *Glendale*. During the war he served as a second mate in the Army Transport Service in Alaska waters.

John Breeseman's seiner *Sea-It-Too*, with the entire family aboard, was tied up in the Juneau small boat harbor for a time while they visit friends and doing shopping. Besides Fisherman and Mrs. Breezeman there are the three sea-going girls, Shirley, 5; Linda, 4; and Royda, 2.

Oscar Oberg is out with his halibuter *Hyperion* from Juneau, engaged in blackcod tagging operations for the Alaska Department of Fisheries.

Winter quiet is settling over the Juneau small boat harbor where 200 fishing and other vessels are tied up for the winter. Many fishermen have sailed South, following the geese. About 30 vessels are on cradles in the Northern Commercial Co. yard in dry storage for the winter and 18 large vessels are at the City Float.

The last of the boat work for the season is being done on Homer Saxon's troller *Jeannine*, which is getting carpenter work done on the hull in the NC shops. A propeller change is being made on Willie Marks' *New Anny*.

A few vessels are out trolling. They include John Winther's *Emma*, Goody Winther's *Elsie D.* and Art Nielsen's *Saga*.

A number of fishing boats were out hunting before the close of the deer season. Some of them are: Ken Millard's *Helen T*, Thomas Osborne's *Takan*, Pete Moe's *Moonlight*, and Jim Sharp's *Katherine S.*

EUREKA FINDINGS

Dragboat operations held up well off the northern California coast into the winter, with catches and deliveries well up to normal for the season of the year. At Eureka, boats continued to deliver to A. Paladini, Inc., Theo Weissich Fish Company, Consolidated Fisheries, Lazio Fish Company and Cooperative Fisheries.

Capt. Andrew Lennon, Trinidad, Calif., put his boat *Liz-L* into the early crab season operations, working southward to Bodega Bay and delivering at Eureka to the Theo Weissich Fish Company.

John Britschgi, Eureka, old-time crab fishermen, came out of retirement to resume active operations recently when he purchased the boat *Iliah M*, for a reported price of $20,000.

Among Eureka boats operating for the newly organized Snider Fish Company at Fields Landing, on Humboldt Bay, are *John Crivelli*, skippered by Sheldon Hopkins; *Anna Mae*, skipper S. E. Albin; *Alice*, skipper John Peters; and *Jeanette P*, skippered by Tony Peters.

Enroute from Seattle to San Francisco, the motor vessel *West* put in at Humboldt Bay late in November to take refuge from a coastal storm. The craft is to operate in the sports fishing trade out of San Francisco.

The fishing boat *Muriel F*, Eureka, was up on the ways at the Humboldt Marine Ways at Fields Landing recently for general repairs and installation of dual controls. The craft is being made ready for the winter crab season by Skipper Rudy Vaverka.

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effective January 1st, 1952

the entire sales and service facilities of the former AL-PAC ENGINE & EQUIPMENT CO., Seattle, Washington, have been acquired by Nordberg Mfg. Co., Milwaukee, Wisconsin. This property, located at 2520 Westlake Avenue, North, now becomes the Seattle Office of Nordberg. Mr. Carl S. Harris, well-known in his former association with both Nordberg and AL-PAC, has been appointed Manager of this new West Coast operation.

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By establishing this new Seattle Office, Nordberg now offers greatly expanded sales and service facilities for the entire Pacific Northwest, including Alaska. Sales and service information, together with experienced engineering assistance is now available covering the full line of Nordberg Diesel and Gasoline Marine Engines.

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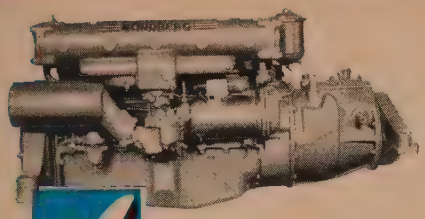

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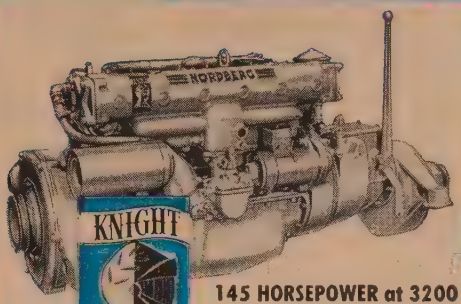

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145 HORSEPOWER at 3200 rpm; Six Cylinders; 340 cu. in. Displacement; 4" Bore x 4½" Stroke; Direct drive or with 4 popular Reduction Gear ratios.*

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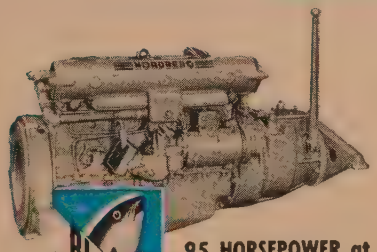

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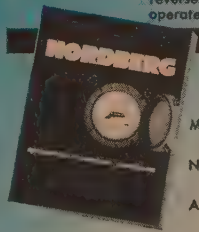

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''Pioneer'', owned by Marion Joncich and Skipper Joe Mardesich, made six tuna trips in 1951, delivering over 500 tons to French Sardine Co. She looked like a sure bet to be 1951 high - boat of the tuna purse seine fleet.

SOUTHERN SEINE SETS

JOHN ZITKO became the husband of Caroline Ginger DeCoite in a wedding at Long Beach, Calif. recently. They are making their home in San Pedro . . . *MRS. ANDREW XITCO* heads the women's group of fishermen's wives and daughters protesting unrestricted imports of duty-free frozen tuna into the United States. Mrs. Ira Kaye is secretary. This group (Tuna Industry Emergency Committee of San Pedro) has done an outstanding job in urging citizens to write to members of congress, asking for protection of American fishermen. Mrs. Xitco's husband operates the *North Queen* . . . *John Real* has been named general chairman for 1952 San Pedro's Fishermen's Fiesta. He is manager of the Fishermen's Cooperative Assn. . . . *Nick Zorotovich* recently won the weekly Toastmaster cup competition with a talk entitled "Yalta" . . . All except two Federated Boats now belong to the Fishermen's Cooperative Assn. Federated Boat Owners until recently represented some 18 to 20 vessels owned by Italian fishermen in San Pedro . . .

FISHERMEN'S COOPERATIVE ASSN. recently issued a statement congratulating *Dr. W. M. Chapman* and *Harold Cary* (of the American Tunaboat Assn... for their able leadership in the current campaign to impose some form of restriction on the imports of frozen tuna into the United States and pledging the Cooperative's full support in the campaign . . . Mr. and Mrs. *Nik Oreb* recently celebrated their golden wedding anniversary. They live in San Pedro. Hostess for the party was their daughter Mrs. A. Devlahovich . . . *Walter Haskett*, San Pedro, recently severely injured the fingers of one hand in an accident aboard *Newhome II* . . . *V. J. Samson*, Fish and Wildlife representative at San Pedro, appeared on a television program in Los Angeles recently, discussing the sardine industry of that city's port . . . Anita Alice Fistonich and *Nick A. Mardesich* became husband and wife in a recent ceremony in San Pedro. He is affiliated with Pioneer Fisheries in San Pedro . . .

WESTERN QUEEN went to Al Larson's Boat Yard, Terminal Island, for repair of damage when the vessel caught fire at night during the first dark of the sardine season . . . *Marsha Ann*, also damaged in the same fire, was drydocked at Todd's for repairs (damage to both seiners estimated at $80,000) . . . *Anthony M*, whose outstanding 1951 fishing record was interrupted by a fire in September, in November was being repaired by the Al Larson yard. The new radar set which the vessel had in operation only a short time had to be replaced. The Sperry steering equipment and radiotelephone were also badly damaged . . . Two more casualties of the sardine season were recently on the ways of the Al Larson yard: the *Redeemer*, which went on the rocks; and the *Liberator* which required a new keel shoe . . . The *Nancy Hanks* has a new plywood 20x10 skiff, built by the Al Larson yard . . . Atlas Skipper engines have recently gone into the skiffs of the *El Capitan* and the *Southland* . . . *John Zankich* is now skippering the *Northern Isle* while his brother Vince takes out the *Vittoria* for sardines . . . Gold Medal netting has gone into the purse seines of the *Vagabond, Vittoria, Betty C, New Home II, Veteran, Zephyr, Maria, Nancy Hanks, Santa Teresa, Resolute* (which dipped nets in Net-Life) and the *Golden West* . . . Lucille Kolumbic recently became the bride of *John Mazzello* in a ceremony at Mary Star of the Sea church . . . *Joe Vilicich* is back in San Pedro from Honolulu after a spell of skippering the Fish and Wildlife vessel *John R. Manning* in Pacific waters. He owns the *Resolute*.

Women of F. C. A. Sponsor Art Exhibit

Wives of managing owners and skipper members of the Fishermen's Cooperative Association, San Pedro, have formed the Women's Auxiliary of the Cooperative and the first official function of the new group was to sponsor a marine art exhibit at the Cooperative Building.

The Cooperative donated $75 for cash prizes for water colors and sculpture and three members of the Cooperative served as judges: Tony Barcott, president of the Cooperative; Sam Zamberlin of the *Veteran* and Bill Horner, skipper of *West Coast*. The men were joined as judges by Mrs. Sam Randazzo, who was responsible for the beautiful prize-winning design of the *Endeavor* in the 1951 boat parade of the Fishermen's Fiesta, and Mrs. Florence Felando.

The president of the new auxiliary, whose aim will be philanthropic work, is Mrs. Andrew Tipich, whose husband owns the *Sea Pride;* vice president is Mrs. Paul Biazavich, *Liberator;* secretary, Mrs. Andrew Kuljis, *Courageous;* Mrs. Sam Randazzo, *Endeavor,* treasurer; and Mrs. Matt Budul, *Virginia II,* corresponding secretary. Installation of the officers took place Dec. 6 at the Portuguese Bend Club, San Pedro.

First Pacific Tuna Delivered at Pascagoula

First cargo of Pacific-caught tuna ever to be delivered to a Gulf of Mexico cannery reached Pascagoula, Miss., early in December. It consisted of 190 tons of Yellowfin, caught off South America by the steel clipper *Gulf Star*.

The tuna was intended for the new tuna cannery of Tuna, Inc., at Pascagoula, but Ceil Drake, president of the company, reported that the plant was not quite complete. Accordingly, Pascagoula reports say part of the cargo was shipped to Atlantic Coast plants for canning, while the balance was sold in fresh fish markets.

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THE REPUTATION of Porterdale Superior Seine Twine stands firmly on a foundation of Faith . . . *Faith* in its superior performance and long life, which has grown up among Fishermen through many generations.

The men who make Porterdale Superior Seine Twine learned the art from their fathers and grandfathers. Working with the most modern machinery, in one of the world's largest seine twine mills, Porterdale men carry on the tradition of their forefathers: *Keeping Faith with Fishermen . . . Since 1880.*

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68 Water Street

Stern lines of the newest steel shrimp trawlers for Mexico's Pacific shrimp fishery, the 54' "Tina," designed by William P. Trammell, naval architect, and the 17th shrimp trawler built by National Steel & Shipbuilding Corporation, San Diego. This one, delivered to John Alessio, has a General Motors diesel with Twin Disc reduction. Propeller is by Lambie. Wilber Boat Yard, Long Beach supplied the power take-off. Lighting plant is an Onan.

Rubber Raft Saves Life as Boat Founders

Eric Rahkola of Portland, well known in Astoria and Depoe Bay fishing circles, was rescued late in the season from a rubber life raft which he launched from the 54' tuna boat "Snoopy" after she began listing dangerously from water in the hold. Ernest Soper and Henry Ashenfelter, salmon fishing from the "Therese I" approximately a half-mile offshore from Cascade Head, saw the vessel listing and, quickly pulling their gear, had Rahkola aboard in short order.

Rahkola had delivered his catch at Coos Bay, left his three-man crew at Newport, where they live. A sudden and perilous listing of the "Snoopy" caused him to discover water in the hold almost up to the air vent on the diesel engine. Stopping only long enough to notify the coast guard over his Intervox radio, he abandoned ship, the "Snoopy" nosing over and sinking 45 minutes later.

Ray Maxwell of Portland owned the welded steel hull vessel.

When Frances Bruno became the bride of Frank Balesteri, well known Monterey fisherman, the happy couple became stars in an RKO movie preview of a wedding reception while screen star Paul Douglas became an understudy and other Hollywood celebrities were among the 400 guests. Later Monterey's colorful Fishermen's Wharf became more colorful by the presence of a movie camera as it picked up background at the Frank Verga net tannery. The scene showed the nets being loaded from tanning vats aboard Joe Lococo's purse seiner Oceana.

Henry Niemela Quitting Columbia Union Office

Henry Niemela, who for 13 years has been secretary of the Columbia River Fishermen's Protective Union, in December asked the membership not to re-nominate him, as he was planning to retire from office in order to devote himself to private business.

Robert J. Hix was the only man nominated for the position.

"Ecuador" Joins Sister Tuna Clipper "Equator"

Ecuador, a 138' 3" wood tuna clipper was launched at National Steel & Shipbuilding Corporation, San Diego, December 11. The $500,000 hook-and-liner was designed by Omar Schmidt and is for M. O. Medina and Associates, being a sister-clipper of the recently commissioned *Equator.*

The vessel was christened by Miss Carmen Azvedo, 18, daughter of Mr. and Mrs. John Azvedo. Eugene Cabral is to skipper the clipper which, with her Kohlenberger refrigeration system and huge wells, will carry an estimated 360 tons of frozen tuna.

Due to present economic conditions in the Southern California tuna industry, no date for the maiden trip had been set at launching time. Main propulsion is by an Enterprise diesel; auxiliaries are a pair of 6 cyl. Murphy diesel-generating sets. Ice machines are four 6 by 6 Kohlenberger compressors.

DEPOE BAY FISH BITS

Improvements to Depoe Bay, which began in April, 1950, when the bay was closed for the $400,000 federal improvement project, are continuing, even though the contractors are through and gone. The Newport Port Commission has let the job of building a new grid to Ray Platts ,Don Hunter and Lloyd Finley. The two-boat structure will be readily accessible, the location being where the roadway ends on the south beach of the newly improved mooring basin.

Boat owners using Depoe Bay for winter moorage are appreciating the new 8' depth of the entrance channel and bay which prevents any chance of damage at low tide such as was frequently experienced prior to the improvement project.

However, BMC Nemo Pilkington, officer in charge of local coast guard moorings, is urging all boat owners, particularly those who do not reside here, to either arrange for caretakers or come and check their lines. Despite improvements, there is still a strong surge and one boat recently broke loose and drifted out through the channel. Only the fact that a fisherman was sleeping aboard prevented the vessel being lost. Others improperly moored, breaking loose, have been caught by coast guardsmen and secured.

Eric Lundberg, owner of the troller *Manatee,* has leased the 50' *Saga* from the New England Fish Co. and plans to fish it out of Depoe Bay. The *Saga* is diesel powered and is equipped for crab fishing. Lundberg hopes to sell the *Manatee* on which he has fished successfully but without some of the conveniences which he will have on the larger vessel.

The first two weeks of the crab fishing season ended with the only large deliveries being made by *Chuck Youngblood* on the *Ruth.* Others putting out their posts are *Henry Ashenfelter* and *Ernest Soper* on the *Therese I, Lloyd Farran* on the *Sea Lark,* and Lundberg on the *Saga.*

Youngblood has installed a Surecho sounder on his boat. John Avery, although he does not plan to fish this winter, has put a sounder on his *Shearwater* and *Lloyd Pettinger* has bought one for his *Migrant.* Pettinger, at the end of the salmon season, left to join his wife and children in Iowa where they will visit until after Christmas.

THE NEW ENTERPRISE MARINE DIESEL

TURBOCHARGED M-36

GIVES YOU MORE HP AT THE SAME MEDIUM SPEEDS

Here's the diesel specifically designed for Turbocharging.

Together with this advancement in low power heavy duty engines is the unmatched efficiency made possible through Enterprise intercooling. This development permits the engine to maintain uniform mean cycle temperatures comparable to normally aspirated engines — without increasing thermal stresses and bearing loads.

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- Rugged light-weight construction, continuous round-the-clock operation
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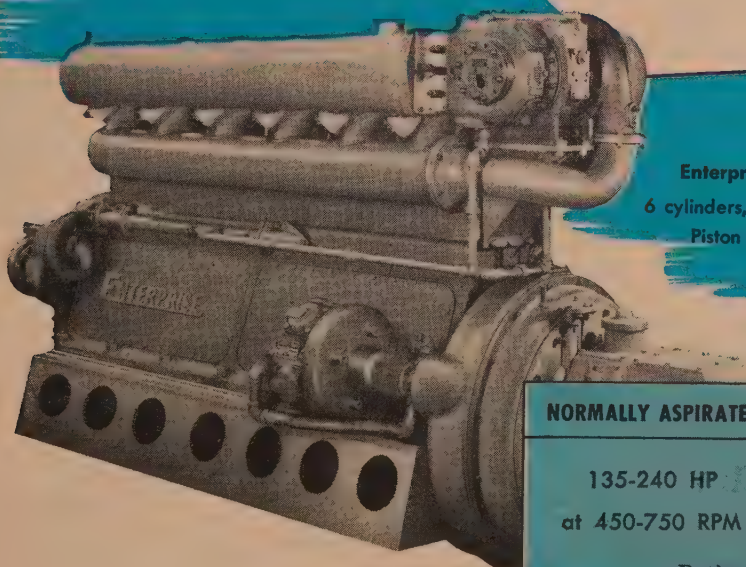

Enterprise Turbocharged Engine
6 cylinders, 4 cycle, 8" bore x 10" stroke.
Piston displacement 3016 cu. in.

NORMALLY ASPIRATED	M-36 TURBOCHARGED
135-240 HP at 450-750 RPM	275-350 HP at 600-750 RPM

Ratings at Sea Level

Enterprise DEPENDABLE Diesels

The Choice of Power Experts

ENTERPRISE ENGINE & MACHINERY CO.
A Subsidiary of General Metals Corporation
18th & Florida Streets, San Francisco 10, California

Tips & Tails from Ketchikan

Alf Forde, operator of the fishing boat *Delight,* returned recently after receiving medical attention in Seattle. He was accompanied on his trip by Mrs. Forde.

Pete Holmberg, owner of the combination fishing boat *Revilla,* has put it up for sale in Ketchikan and hopes to purchase another boat on Puget Sound. He recently made a brief trip to Seattle in quest of a boat, but found many of them still fishing. He will make another trip south during the winter when practically all boats are in port.

Richard Blendheim recently took his boat *Reliance I* to Seattle, where he planned to leave it while he and Mrs. Blendheim, who went south by steamer, vacation in the states. Gus Blendheim of Seattle, regular crewman on the boat, accompanied him south on the *Reliance I.*

Leonard Horn of Ketchikan and Fred O'Neill of Baranof Hot Springs and Sitka have been missing since mid-October and are believed to have drowned en route from Baranof Springs to Sitka on the trolling boat *Jewell.* Last known word from them was an intercepted radiophone message saying the boat was taking water and sinking shortly after leaving Warm Springs bay during stormy weather.

A depth recorder was installed in W. O. (Bo) Smith's trolling boat *Jeanette* recently by Chuck Jensen, of the Ketchikan Instrument company. Smith is a member of the Alaska Fisheries Board.

Lawrence Baines, who fished with his father, Roger Baines, on the latter's trolling boat *Smiles* during the summer, recently left Ketchikan for Seattle, planning to re-enter the merchant marine for the winter.

Andy Gundersen, pioneer Ketchikan fisherman and former legislator, recently went to Seattle for medical attention. He has operated the fishing boat and packer *Pirate* for many years. His wife, Amelia, also a territorial legislator, died this fall.

John M. Griffin, fisherman of Kasaan, and Agnes Shaw were married recently in Ketchikan.

Joe Krause, owner of the seine boat *Tyee,* recently made a trip to Juneau to attend a meeting of the board of assessors of the First Division, of which he is a member.

F. E. (Pete) Woolery, operator of a fish-buying station and store at Port Protection, and Phyllis Homan were married in Ketchikan recently. They will spend the winter in Ketchikan.

Trygve Michalsen, who bought the trolling boat *Thelma* from Nels E. Nelson this fall, went to Seattle, planning to remain in the states until February.

Floyd Frank, fisherman of Hydaburg, and Regina Nathan were married recently in Ketchikan.

The trolling boat *Laurel Ann,* owned by W. E. (Bill) Eastham, was destroyed by fire recently at Ice House cove, south of Ketchikan, while he was ashore deer hunting.

A. Crivello, Monterey, recently took delivery of a 40' x 12' combination boat, built by A. Mauricio, Fort Bragg, Calif. The craft was powered with a 165 hp. GM diesel engine, purchased from the Fort Bragg branch of West Coast Engine & Equipment Co. The boat has been named *Tommy Boy.*

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It's easy . . . so easy to remove slime and fish odors from holds with Diversol! Simply flush, sprinkle, scrub and rinse! Diversol is fast, easy, safe, 100% effective! Convenient, 7 lb. jars. Easy, economical, more effective crystal form! Order today from your marine supply dealer! See for yourself the difference Diversol makes!

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Last Longer!
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STANDARD ENGINEER'S REPORT

DATA

LUBRICANT RPM Delo Oils

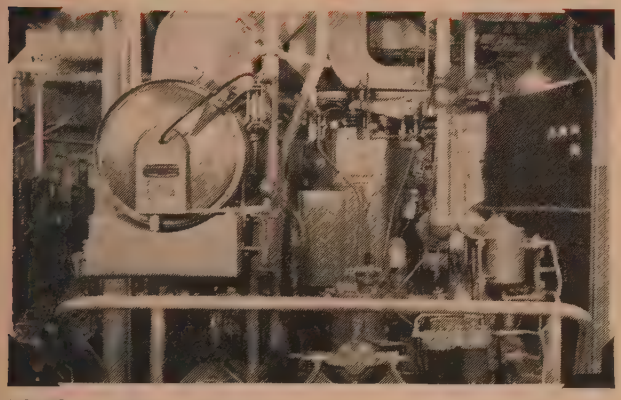
UNIT Atlas diesel engines

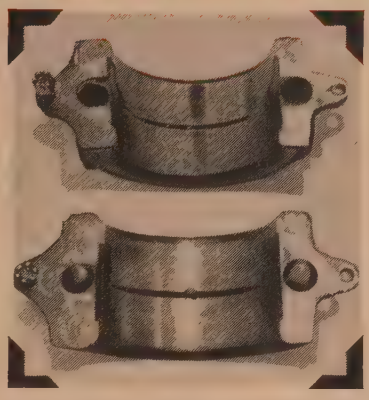
SERVICE Tuna fishing—long cruises

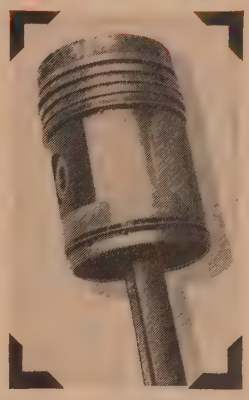
CONDITIONS Constant load operation—high temp.

FIRM M.V. Lucy Elena, San Diego, Calif.

Engine-cleaning oil saves overhaul, ends bearing failures!





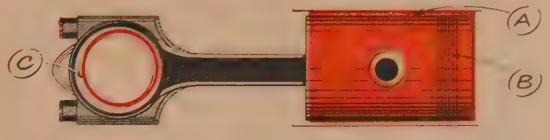


WORKING UNDER CONSTANT LOAD for as long as 90 days at a time, the Lucy Elena's diesel engines continually "gunked up", rings stuck and one of the auxiliaries wiped out a bearing. Switching to RPM DELO Heavy Duty Oil stopped all the trouble. It cleaned deposits from the engines and saved the expense of tearing them down. For over 1½ years now it has kept all moving engine parts clean and in good condition. The connecting-rod bearings and piston shown above came from one auxiliary after 8000 hours operation.

THE M. V. LUCY ELENA fishes off California and South America. Standard Diesel Fuel is used in her engines. Its controlled distillation range, correct flow and proper ignition provide full, uniform power. Standard Diesel Fuel and RPM DELO Oil get the most out of diesels.

CAPTAIN JOHN BALESTRERI of the Lucy Elena, says, "In the tuna-fishing business, engine trouble can be mighty costly both in lost time and cargo. Since using RPM DELO Heavy Duty we have had exceptionally clean engine operation and no bearing trouble as we experienced with the previous oil."

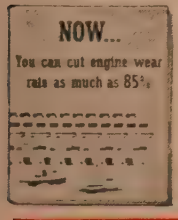
How RPM DELO Oils keep engines clean and prevent wear



A. Contain special additives that provide metal-adhesion qualities...keep oil on parts whether they are hot or cold, running or idle.

B. Anti-oxidant resists deterioration of oil and formation of lacquer...prevents ring-sticking. Detergent keeps parts clean, helps prevent scuffing.

C. Special compounds stop corrosion of any bearing metal, and oil foaming in both wet and dry sump engines.



There is an RPM DELO Oil to meet every heavy-duty engine operation condition.

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STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write Standard Oil Company of California, 225 Bush St., San Francisco.

TRADEMARK "RPM DELO" REG. U.S. PAT. OFF.

STANDARD OIL COMPANY OF CALIFORNIA

Pancrazio "Pete" Vuoso, left, master of "St. George," San Pedro sardine seiner, made her high-boat of the season's second dark with 520 tons. He had his craft as a high-liner of the summer mackerel season also. Partner with in "St. George" — which was built as the "Anadir" in Tacoma in 1929 — is Anthony Pisano. Second from the left in the pictures is A. Iacono, cook; then Frank Anderson, engineer; and George Paisano, mastman.

C. G. Auxiliary Offers Boat Safety Courses

The United States Coast Guard Auxiliary, Division II, Seattle, is sponsoring a series of free public classes in safe boat operation, beginning Jan. 9, 1952 aboard the U. S. Coast Guard APL 10 moored at Pier 70, Broad Street and Alaskan Way, Seattle.

Classes will run for 12 weeks . Instruction will be by qualified members of the Auxiliary. Classes will run from 7:30 p. m. until 9:45 p. m. each Wednesday. Further information may be obtained by contacting Lieutenant Commander Morest L. Skaret, Director Coast Guard Auxiliary, 13th Coast Guard District, 1220 New World Life Building, Seattle.

Jack Bernsten, Pioneer Of Fisheries, Passes

Capt. Jacob (Jack) Bernsten, one of the fishing pioneers of San Pedro, died Nov. 28 at 73.

Captain Bernsten has been credited with developing a number of items of purse seine fishing gear. His fishing boat *Mabel* one of the first diesel-powered commercial fishing craft in San Pedro.

He was a native of Norway, and came to San Pedro in 1919. As one of the charter members of the Fishermen's Cooperative Assn., and on its first board of directors, Captain Bernsten had followed the growth of the world's largest fishing port from its beginnings. In the 30's he established the American Seafood Co. in San Francisco and has maintained an interest in the canning and reduction business there since that time.

He leaves his wife, Anna; three sons, Anker of Seattle; Jack of San Pedro; and Walter of Lomita.

United Concrete Pipe Corporation, Long Beach, which built a number of steel tuna clippers following World War II, including the **Sun Ray**, formerly **Star Kist**, retaining half interest, was reported last month as having acquired the other 50%.

Carl Soares is skipper.

PFLUEGER Hooks

Sharp Points— Strong Steel

Ask for Pflueger Hooks and you save money with the finest fish hook construction known. Tough steel and dependable finish give you extra long service from every hook. Points are needle sharp—hooks hold their shape.

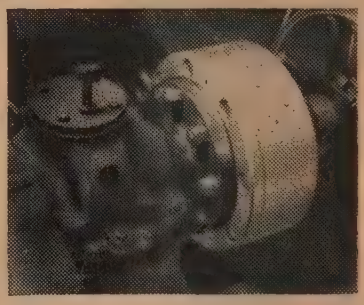
Ask your supplie.

THE ENTERPRISE MFG. CO., AKRON, OHIO
Over 87 years making Fishing Tackle

PFLUEGER
(Pronounced "FLEW-GER")
A GREAT NAME IN TACKLE

Stop THAT VIBRATION!

- Protect shafts
- Protect hulls
- Protect engines
- Reduce noise



Easily installed between engine and propeller shaft. Morse Morflex Marine Radial Couplings absorb vibration, lessen bearing strain, increase hull and engine life. They compensate for shaft misalignment, need no attention.

For full information, get in touch with any of these West Coast representatives: Los Angeles—J. W. Minder Chain and Gear Co., 6011 Central Avenue . . . San Francisco—Adam-Hill Co., 244-246 Ninth Street . . . Portland—Power Transmission Products, 1107 N. W. 14th Avenue . . . Seattle—Chain Gear, Incorporated, 822 First Avenue, South . . . Vancouver—Western Equipment Co., Ltd., 102 Main Street.

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MECHANICAL
POWER TRANSMISSION
PRODUCTS

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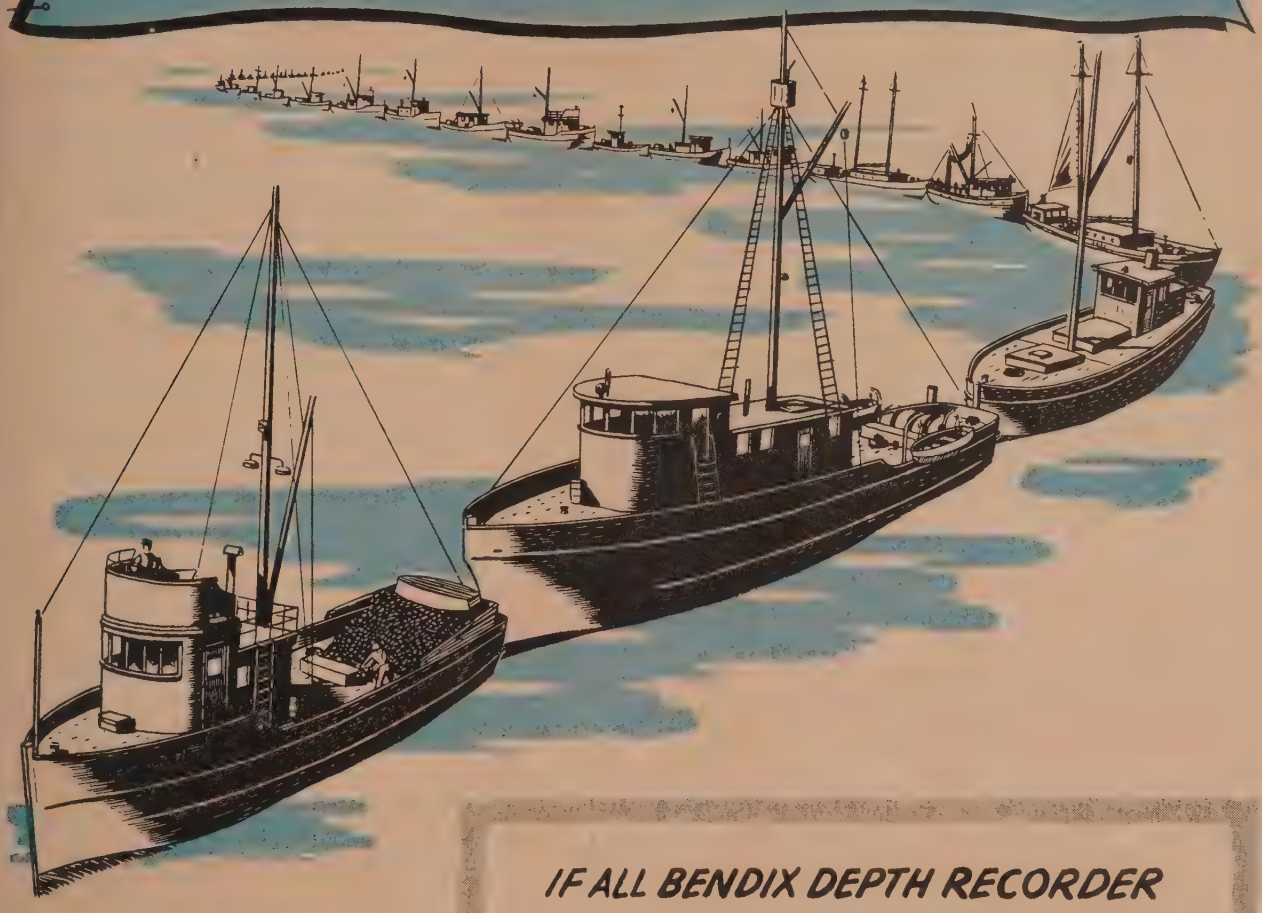
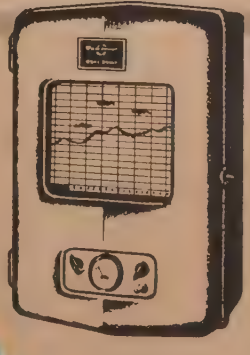
40 MILES OF BOATS!



IF ALL BENDIX DEPTH RECORDER EQUIPPED BOATS WERE LINED UP END TO END – YOU COULD WALK FOR 40 MILES ACROSS THEIR DECKS

THIS IS THE BIGGEST MONEY-MAKING FLEET IN THE HISTORY OF COMMERCIAL FISHING.

HALIBUT FISHERMEN FROM ALASKA, PURSE SEINERS ALONG THE PACIFIC COAST, DRAGGERS FROM THE GULF AND ATLANTIC TRAWLERS ARE CATCHING MORE FISH AND MAKING MORE MONEY–THANKS TO THE BENDIX FISH FINDER.



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GOLD MEDAL SEINE TWINE—For hand-knitting, hanging and mending, get the same high-quality twine that Gold Medal Netting is knit from. Ask for and be sure to get Gold Medal.

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Pacific Coast Distributors: Pacific Marine Supply Co., Seattle • Oregon Marine Supply Co., Portland and Astoria • Cincotta Bros., San Francisco and Monterey • Marine Hardware Co., San Pedro and Terminal Island • Nuttal-Styris Co., San Diego • Cia Exportada del Sur, S. A., Guaymas, Sonora, Mexico. ***Canadian Representative:*** Western Leckie Limited, Vancouver, B. C.

One of the latest additions to British Columbia's fleet of salmon seiners is "Northview", 72' x 18', which was recently completed at Harbor Boatyards, Vancouver, B. C., for Captain Joe Katnich. The power plant consists of a 270 hp. "Caterpillar" diesel.

NEWPORT NEWS

The former troller *USSONA*, sold by the Yaquina Bay Fish Co. last March, to Leland Daniels of Ketchikan, has again put in an appearance at the Newport troller dock.

The *NEL-RON-DIC*, which has been dragging out of Newport the past season, has returned to her home port, Coos Bay, where she will crab this winter.

Practically all of the Newport drag boats have removed and stored their drag gear and turned to crabs with the opening of the season in November.

Jack Goble's troller *KINGFISHER* is resting on Red Shermer's ways, under cover, with her deck ripped off, wheel-house missing, as well as bulkheads and bunkers, and nothing left in the hull except the engine and tanks. She is in for extensive remodeling, while Jack crabs this winter with George Grishaber and Joe Tinsley, aboard George's *WHISPER*.

The first boats to unload crabs in Newport, following the opening of the season, was the following day when Swede Erickson's *Ethel G* brought in 11,000 pounds, Joe and Mickey Fogarty whose *Anna E* brought in 5000 pounds and Ted Painter's *Uyak*, who brought in 3500 pounds. The crabs were of a good size, but not completely filled out, lending some weight to the argument that the opening date of the crab season is about two weeks too early.

The Yaquina Bay Fish Co. was receiving crabs via truck from Coos Bay, three tons being delivered a few days after the season's opening. Bob Denham, who skippers the oyster barge *Bobby*, lost his prop on the oyster flats, but was able to recover it.

Les McMillan has tied his dragger *Shirley Lee* up for the winter, while he crabs with the *Norcoaster*. Andy Naterlin, former manager of the Newport plant of the New England Fish Co., has returned to Newport following a minor operation in a Portland hospital. Tex Harvey, of the *Corky*, which is tied up for the winter, got the last three fingers of his left hand in a bench saw, at his home. The bones were split from the ends to the second joints but were wired together and his doctor now thinks that he will have almost normal use of the fingers. Tex lost the end of a forefinger some time ago when he fouled the finger between his anchor line and a bit on which he was snubbing it. Rex Davenports' *Marie H*, which was tied up at the New England Fish Co. dock in Depoe Bay, slipped her moorings during the night, and started out to sea. She brought up on the rocks while going through "the Hole," her rudder shoe being driven into her prop. One of the Tradewind boats pulled her off and towed her to the CMC ways in Newport. Ray Hall has pulled the engine of his *Ruth Ellen*, for an overhaul, and Wilburn Hall's *Sea Breeze II* towed her to the CMC, where she will get a new bulkhead and some repair work.

Leaking Boat Limps Home

The Albacore boat *Polly Ann*, George Bousson, skipper, had a narrow escape last month, when she nearly sank 15 miles southwest of Santa Cruz, but finally made Moss Landing under her own power. Bolts on a shaft bearing came loose, and water poured into the hold of the 50' steel vessel, which was loaded with ice.

Mr. Bousson put out a call for help over his radio telephone, then started the bilge pump and deck pump. Within an hour the after deck was three inches under water.

The *Ellie IV*, Capt. Roy Myking, and the *Ragnar M.*, Capt. Lloyd Myking, some distance ahead of the *Polly Ann* heard the distress calls and returned to stand by and aid.

The Coast Guard also rushed to the scene, but after three or four hours of work, Mr. Bousson had pumped enough water from the hold so he could tighten the bolts, and finally stopped the leak.

Tuna Engineers Publish Data About Imports

The Tuna Clippers Engineers Lodge 389, San Diego, a branch of the International Association of Machinists, has published a pamphlet entitled "The American Tuna Fishing Industry, 1951," addressed to Mr. and Mrs. America, calling the public's attention to threat to the American tuna industry through increasing imports of foreign tuna. Readers of the pamphlet are asked to write congressmen and senators for an immediate remedy of the situation.

New Clipper Ready

The new *Helen S.*, built by the Harbor Boat & Yacht Co., San Diego, was scheduled to leave for her maiden voyage in late November. The 121' craft will fish for California Tuna Packing Co., San Diego's newest cannery. She will be captained by Tony Jesse and was named for the wife of Manuel Simas, co-owner of the clipper.

Moss Landing—Monterey Bay

Moss Landing Harbor is a much livlier port this winter than it has been in previous years. Just about twice as many boats are staying in this quiet port than ever before, according to Harbormaster John Woolsey. Some of these boats will longline for ling-cod while a large number will be overhauled by their skippers in readiness for next season.

Among those who will fish out of Moss Landing are Roy and Lloyd Myking on the *Ragnar M.*, Jack Mandy of the *Rujac*, Ted Wagner of the *Lilly*, Frank Hart of the *Mabel M.* and Alex Ogren of the *Jay-Cee*. Bob Nygaard and Don Hitchcock of the *Silver*, will moor their boat here, but will fish on the *Del Marie*. The *Sun-Ra* will also stay there and her owners Conrad and Joan Pederson have taken a house in Castroville. Bill Yeomans is having his *Twenty Grand* overhauled, and Thelma and Lee Bothwell are buying a house in Aptos, which is near enough to go back and forth while working on their boat *Albacore II*. The Orville Pattersons also live in Aptos and their *Silver Spray* is moored there. The *Silver Shoals* will be tied up in the Harbor and her owners the John Williams have taken an apartment in Moss Landing. George Murphy will leave his *Ruth E.* here and Norris and Earl Scriver of Santa Cruz, the *Jean Ellen*. Quite a number in this group are moving their families to this area from other parts of the Coast.

A fisherman-student is Jack Brandt of the boat *Squirt*. Coming here from Oregon last year, Jack was probably the youngest and certainly one of the hardest working and best liked members of the "Mosquito Fleet," the little boats that ran in and out of the Harbor all summer on short trips. Jack is now carrying a full course at Hartnell College but has arranged one free day and his week ends for commercial fishing.

* * *

Ken Vermillion, former skipper of the boats *Bobby* and *Kay Lee* has moved his family from Moss Landing to Santa Barbara, where he is now fishing barracuda on the *Morning Mist*.

Milton Anderson of the *Lanola* has taken his new bride, the former Azora Fairfield home to meet "mother," in Seattle. "Milt" has taken a great deal of good natured ribbing from his brother fishermen, as he was one of those "confirmed bachelors."

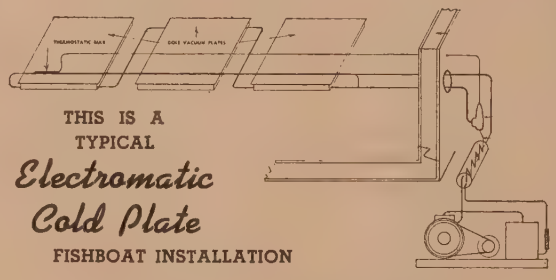
The Anderson's will be gone about a month and during that time Mrs. Joyce Danielson whose husband Jack captains the *Joy-Lee* will serve as postmaster at Moss Landing, in Mrs. Anderson's place.

Joe Ghio married "the Boss' daughter" when he wed Miss Anna Marie Cecchini, November 4, at the Holy Cross Church in Santa Cruz. Joe has been fishing with Johnny Cecchini of the *Anna Alma* for the past year. The couple are honeymooning in Los Angeles and environs.

Bob Jackson and his wife Edith of the *Daybreak* are going to fish in Alaska this winter. They plan to stay at their home in Carmel until after the holidays and then head north. About May 1 they will be back in this area again for the start of the salmon season.

Boats drydocked at Sausalito Shipbuilding Co. recently were the purse seiners *Anna B* and *Dux*, the trawler *Joseph Balestrieri*, and the whaler from Eureka, *Dennis Gayle*.

ICE HOLDING REFRIGERATION
by Electromatic



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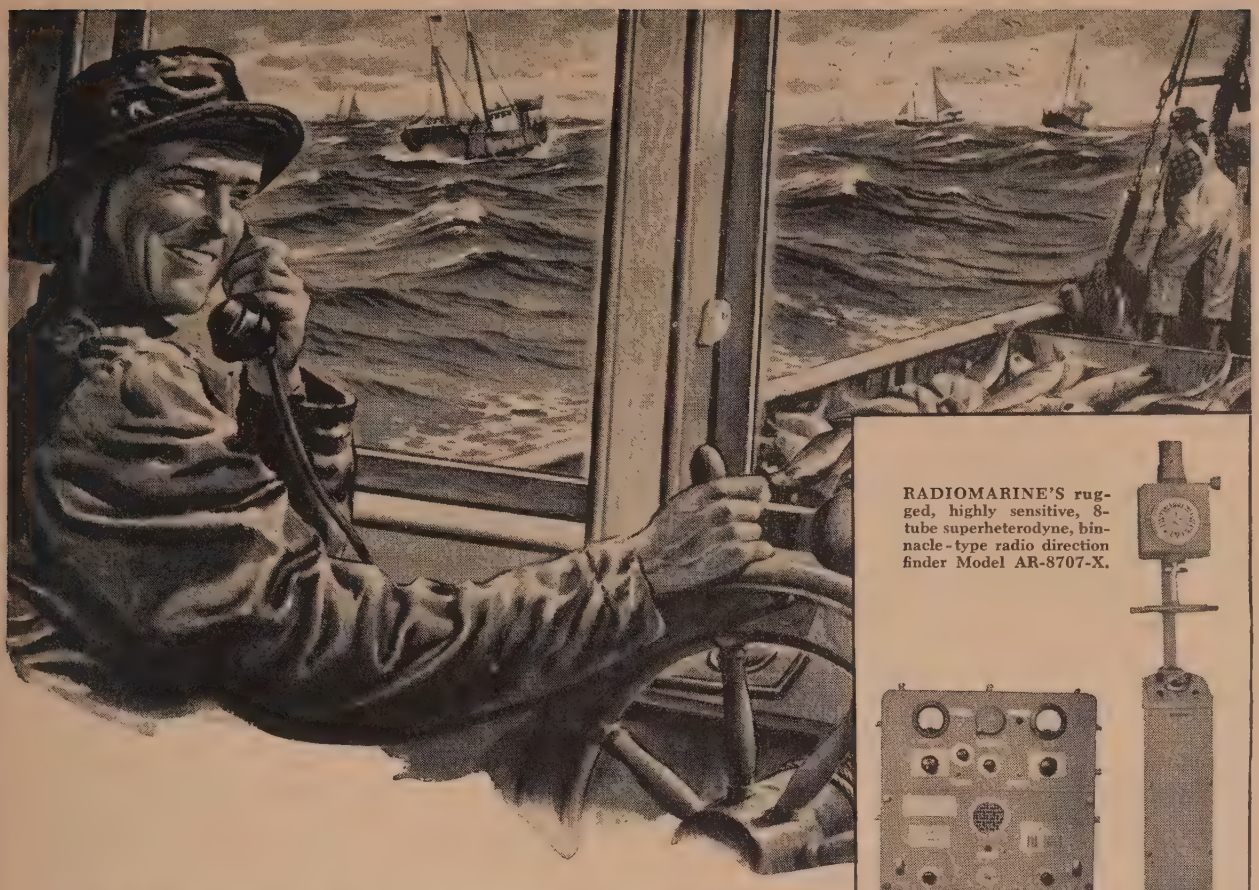

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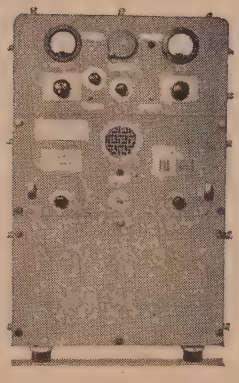

RADIOMARINE'S 75-watt, 10-channel, 2-way radiotelephone. Operates from 32 or 110 volt DC or 115 volt AC 60 cycle power supply. For use aboard ocean-going vessels, tugs, trawlers, large pleasure craft. Model ET-8012-D.

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Capt. Emil Leese's SOLTA, consistently among the high boats of the Point Roberts Banks of Puget Sound, dries up her net preparatory to brailing.

PELICAN'S POUCH

What does a Pelican City correspondent, stormbound in Juneau, do for hometown news when weather reports give no hope of the storm's abatement and each day brings the deadline closer? With a 64-mile wind, 7-ft. seas and 6-ft. swell at Point Retreat, Pelican City might well be 1000 miles away when transportation is a 50-ft. trolling boat.

Gastineau Channel, "smoking" terrifically, reminds us of a stormbound day in Lituya Bay the past summer, when sheets of salt spray made it inadvisable to stand out on deck.

Lituya Bay! The entrance of which has caused the loss of so many boats and lives, but which is being used more and more as the ever growing trolling fleet moves further westward.

A buying scow was in Lituya Bay for the first time this year, but very few fish were caught outside the bay. We wonder what La Perouse, the French navigator who set up headquarters on the island 200 years ago would think if he could see the dozen or more trolling boats cautiously go in and out of the entrance where seven of his best men lost their lives while taking soundings from a small dory? Three weeks were enough for the adventurous Frenchman who wrote in his log that the spectacular beauty of the region could not be appreciated, due to the remote, terrifying inaccessibility.

The Coast Pilot advises navigators to enter and leave Lituya Bay on slack water, but those who have used that beautiful body of water for safe anchorage many times know that an entrance and exit may be made at almost any stage of a small flood tide.

Some large boats venture out on the ebb, but enormous tide rips make it a treacherous undertaking. We watched a large seine boat go out with the ebb and never expected her to survive the beating she endured. Twenty minutes later the tide changed and the 80 yard channel was as smooth as glass! "Time and Tide wait for no man," but man best wait for the right time and tide when he uses Lituya Bay!

The Pelican strolled down Salmon Way one evening, enjoying the crisp cold air and the spectacular beauty of moonlight on the snow covered mountains across the bay from the quiet little village. The sound of water pouring out on the beach under the houses caused him to muse, "Everyone is letting their water run tonight for fear it will freeze." He recognized a figure coming toward him. "Helnig Christiansen!" He exclaimed heartily, "It's good to see you back after your two months absence! And without crutches or even a cane!"

Everyone was happy to see Helvig walking as tho he had not lost both feet a year ago, the result of lying on Yakobi Rock during a howling gale, after the *Dixie,* owned by Fred Wetche, broke up on the rock and sank. A. Lundberg Company of Seattle had refitted Helvig's limbs and now the courageous machinist takes care of all work brought into his shop and expects soon to be able to work on boats.

Abandoned Boat Mystery

Hope has been abandoned in the search for Manuel Peters, skipper of the 30′ Albacore boat *Happy Toiler,* which was found empty with engine running some 30 miles southwest of Carmel, Calif., this fall.

When Coast Guardsmen boarded the *Happy Toiler* it was found that the mast had been broken off at the pilot house, and one theory was that Mr. Peters might have climbed up the rigging, and that it broke and threw him overboard. The clutch had been thrown out and nine Albacore were in the hold.

Boat Missing 6 Months

The 50′ *Elsie A,* which has been missing since June, is still unlocated according to the Coast Guard. The boat left San Francisco June 11 to fish Albacore, with intent of picking up a crew at San Diego. She was not heard of since that date. Missing are Harold Young, 56, navigator, and George Vanderbeck, 55, owner of the boat. Both men are from Oakland.

Albacore boat CALIFORNIA REPUBLIC, owned by C. T. Monich of Pasadena, Calif., and chartered to Karl Campbell for this season, was recently equipped with a Model AV2, 10-hp. Petter diesel for driving the boat's Freon refrigeration system. The engine was sold and installed by Shepherd Diesel Marine, Los Angeles. She is powered with a D315 Caterpillar diesel.

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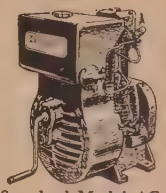

Standard Model AC-1, 5 H. P., Air-cooled Diesel Engine

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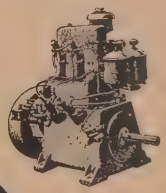

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S. F. Direct Tuna Sales Move 2,000,000 Lbs.

Fishermen at San Francisco sold more than 2,000,000-lbs. of Albacore from Oct. 5 to November 15 through the I.L.W.U. fishermen's union, according to John Pastorino, local secretary.

Of this fish, more than 100 tons was canned for the account of the union by F. E. Booth Co., Inc., and Bell Smoked Fish Co., under the label: "American Albacore Caught in American Waters by American Fishermen."

The fish was sold to the membership at $14 per case for the fancy, $10 per case grated white, and $8 for white and dark, and to the general public for $1 per case more.

Both the canned and fresh Albacore was sold through an agency known as the Fishermen's Union Co-Operative Marketing agency with outlets at Fishermen's Wharf.

The fresh Albacore was sold to the public at 25¢ per lb. whole fish round, with a small extra charge for fish cleaned.

Copper River Seal Control Work Effective

Hair seal control operations in the Cooper River district this fall have proved successful, Lewis MacDonald, Alaska Department of Fisheries supervisor, has reported.

The three-way cooperative project was sponsored by Cordova fishermen and packers with the Alaska Department of Fisheries. Dynamite bombs were dropped in seal concentrations by men in fast outboard boats and followed up by sharp-shooting to kill the wounded animals.

The bombs had 10-second fuses A tense moment occurred when one outboard motor quit following a drop. The outboard engineer did some fast cranking, MacDonald related.

A check showed that no fish were caught in the blasts. It was estimated that about 500 seals were eliminated. The seals in the Copper River area are known to do great damage to the salmon runs there.

It is planned to continue operations in the spring before the beginning of the first salmon run.

Outboards and boats were supplied by the Cordova canneries. Fishermen participating were Lew Cochran, John Goeres, James W. Nichols, Warren S. Chappell, and Edwin L. Chesire.

Electronic Gear Installed

Recent Fathometer Cadets installations on Los Angeles-Long Beach harbor fishing boats by Marine Radio Service include: *Tanami*, now fishing sardines and owned by L. R. Vernand; *Fisherman*, owned by Nick Bogdanovich of San Pedro; and the re-built *Manhattan*, skippered by Billy Bone. The *Manhattan* also installed a 100-watt Northern and a Wood Freeman Pilot.

Assistant Marine Biologist **Keith W. Cox**, Redwood City, Calif., has been assigned to replace the late **Dr. Paul Bonnot** in continuing field studies of the California abalone, sponsored by the Department of Fish & Game. Dr. Bonnot, world-famed authority on California's mollusks and other marine animals, died of a heart attack last fall at Bodega Bay while engaged in the department's abalone research program.

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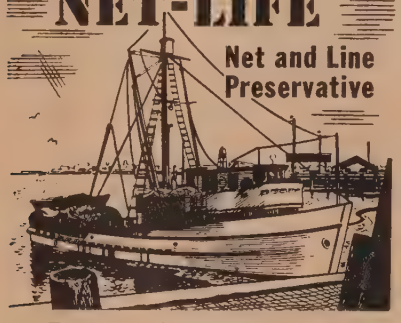

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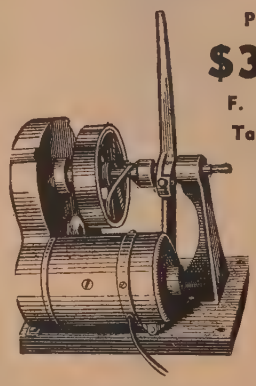

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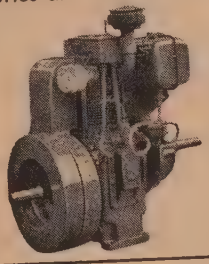

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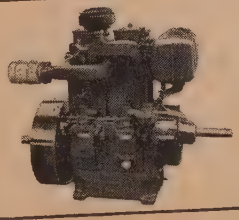
MODEL AV-2—Two cylinder, Water Cooled, 4 cycle Diesel Engine, 10 horsepower @ 1500 RPM. Available with radiator or heat exchanger. Equipped with direct drive or with clutch, either operating at engine speed or half-engine speed. Precision type bearings. Full pressure lubrication throughout.



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MODEL AV-1—Single cylinder, Water Cooled, 4 cycle full Diesel engine, 5 horsepower @ 1500 RPM. Other specifications same as for Model AV-2 above.

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Deep-Digging Dragger Gets New Diesel Mill

The trawler *Mary LaRocca* is now being fished by Frank Davi, well known San Francisco fisherman, and former skipper of the trawler *Anna W. Mary* was recently repowered with a 135-hp. "Caterpillar" marine diesel engine.

Mr. Davi fishes for the Western California Fish Co. and is trawling in deep water 35 miles off the Golden Gate. He fishes in waters from 150 to 250 fathoms deep, and reports good catches.

Fishing Craft Founders

The 51-foot *Reliable* sank late in November off Santo Tomas, in Baja, California. Her skipper, Juan Olivera of Chula Vista, Calif., the only one aboard, was rescued by Mexican fishermen. He said that a sea-cock broke while he was fishing and water flooded the engineroom. He launched a skiff but it was swept away by heavy seas.

Sardine Seiners Collide

The *Windward,* owned by Sal Colletto of Monterey, collided with the *U. S. Liberator* when heavy fog off San Pedro in the early morning hours of Nov. 30 made navigation perilous. The *Windward* suffered considerable damage and was taken to the Al Larson Boat Yard on Terminal Island for appraisal of damage.

"Rose Marie" Shifts To Ecuador Flag

The tuna boat *Rose Marie,* which has fished from San Diego for nearly 25 years, has left her home port to operate under the flag of Ecuador. She will be based at San Cristobal in the Galapagos Islands. She was purchased from the former Westgate interests by Socredad Predial Co. J. E. Roca, manager for the new owners, was aboard on the trip south. The Ecuadorian firm has bought 12 other fishing boats and has built a $200,000 shark freezing plant at Cristobal.

Three-Trip Tuna Seiners Numerous

Southern California tuna seiners that made three or more trips below the Mexican border in 1951 included:

Arlene S, Pacific Star, Pioneer, Ronnie M, Anthony M, Defense, Marauder, Sea Scout, Vagabond, Marsha Ann, American Rose;

Nancy Rose, Western Queen, West Coast, North Queen, New Sea Rover, Defiance, Western Sky, City of Los Angeles, Sea Rose, Liberator, Courageous, Sea Ranger, Betsy Ross.

John Russo, well known San Francisco fisherman, has purchased the combination boat, *J. V. Ferrante,* from the Ferrante brothers of Monterey. John will operate the craft, re-christened *M. D. Grazie* out of San Francisco this season.

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FOR SALE: Seine boat "Angeles." 51.6' length x 15' beam x 6.8' depth. 75-hp. Atlas, just overhauled. 30 skates of halibut gear. Hydraulic salmon gurdies with gear. Tuna gear, jigs and tanking. New equipment — 100-watt radiophone, Fathometer, direction finder, iron mike. Price reasonable. Robert Jensen, 8348 21st N. W., Seattle, Wn. Phone: SU 8912.

FOR SALE: Combination boat, 58' x 16' x 7.8'. 30 tons net. Radiotelephone, D.F., depth sounder, 65-hp. Atlas engine. Complete tuna, halibut and drag gear. Write or phone R. A. Sawyer, National Bank of Commerce, Second and Spring Streets, Seattle. Phone: EL 1505.

FOR SALE: Boat "Tillie M." 53' x 14' x 7'. 35 gross, 24 net. D13000 Caterpillar power. Fully equipped. Boat now rigged for crab fishing. Water tight bulkheads and circulating system. Also complete drag gear including several good nets. For further information write Hubert Quirin, Box 305, Cosmopolis, Washington.

FOR SALE: "FREDDIE II" — 50' x 13'6" x 6'7" purse seiner. 165-hp. General Motors Diesel with 3:1 reduction gear. Complete with 240-fathom seine, Kermath-powered seine skiff, 230-fathom Ekolite depth recorder, 40-watt Northern radiotelephone and 18 skates of halibut gear. Price: $19,000. NICK KASAKAN, c/o New England Fish Company, Exchange Building, Seattle 4, Wash.

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FOR SALE: 42-ft. combination seiner, tuna, troller and halibut boat "Padilla." Built in 1949. 141-hp. Chrysler Royal. Equipped with everything. $5,000 down and balance on good contract. Write 2521 Maple St., Everett, Wash., or phone BA 7745.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—new! Priced for quick sale. SHERMAN SUPPLY CO., 2456-1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

FOR SALE: Boat "Rex." Bait and jig fishing. 65' x 14.6' beam. 65-hp. Cat. Diesel. Petter Diesel aux. 40-ton capacity. Ammonia refrigerated. Automatic pilot, 100-watt radiophone and Kaar direction finder. Rigged for any type bait fishing. $30,000 cash or reasonable offer. R. J. Dahms, 235 Davidson St., Chula Vista, Calif.

FOR SALE: 48-ft. Northern troller. Radio, d.f., pilot, Fathometer, Loran, topside controls. 12-ton doc., refrig. hold. Crab tank, hydr. crab winch, salmon gurdies and anchor winch. 65-hp. Cat. Diesel, 8-hp. Lister aux. All in first class shape. $18,000. Some terms. Box F-31, PF, PACIFIC FISHERMEN'S NEWS, 71 Columbia St., Seattle 4, Wash.

FOR SALE: Salmon and troller and tuna boat "Sea Bee". 47' length x 13.2' beam. Powered by Gray Marine Diesel, 165-hp. 1,100 gals. fuel capacity. 50-watt Kaar radiotelephone and direction finder. 400-fathom Intervox depth finder. Completely equipped with tuna and salmon gear, lots of extras. Stephen Eide, Hwaco, Wash. Phone: 76J26.

FOR SALE: 38-ft. troller "Donna Jo II". Built 1947. Chrysler Crown; completely overhauled. New Ekolite Sounder, d.f., phone and Freeman mike. Plenty of good gear. Must be seen to be appreciated. $10,500. Rodney Hurd, 1116 E. 5th St., Port Angeles, Wash.

FOR SALE: Troller "Caroline". 29N286. 30' x 8'. Chrysler Ace, mike, telephone, d.f., gurdies. Inquire: Richard H. Dill, 2211 W. 6th St., Port Angeles, Wash. Phone: 5797.

FOR SALE: Seine type boat "Janette". Equipped for halibut and tuna. 55-ft. 13308 Corliss, Seattle 33, Wash. Phone: EMerson 1928.

VASHON ISLAND: Attractive cottage near winter anchorage in Quarter Master Harbor. Reasonable. Charles Tingley, Burton, Wash. Phone: VA 4418.

FOR SALE: 38-ft. troller, $4,500. Inquire: Eric Lundberg, Depoe Bay, Oregon.

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218 Avalon Blvd., Wilmington
NUTTALL STYRIS CO., 825 Columbia St., San Diego

E. M. Brennan, Salmon Industry Leader, Dies

Edward M. Brennan, one of the most respected men ever to be a leader in the salmon canning industry, died late in November. Death came to him suddenly as a result of a heart attack suffered at a football game, but after a period of about two years in which he had experienced several severe attacks. His health had been greatly improved for some months, and he played golf and won a prize at the Association of Pacific Fisheries convention at Victoria only a few weeks before his death.

Mr. Brennan was 61 and is survived by Mrs. Brennan and four sons, John E., Patrick, Thomas and James. At the time of his death he was president of the Haines Packing Co. For many years he was vice president and general manager of P. E. Harris & Co.; and he had served as president of both the Association of Pacific Fisheries and the Alaska Salmon Industry, Inc. He had also been chairman of the Fishery Products Division of the National Canners Association; and at the time of his death was a director of the National Canners Association and the Alaska Salmon Industry, Inc. At the Victoria convention of the Association of Pacific Fisheries he was elected a trustee to fill the unexpired term of the late John T. Tenneson.

Mr. Brennan had spent 40 years in the intensely hazardous and competitive salmon industry. In that time he proved himself a highly successful and effective operator, and at the same time gave greatly of his time and energy in earnest contribution to the good and soundness of the industry.

Of Ed Brennan it can be said: He earned universal respect.

Albacore Price Drops On Vancouver Market

Price of Albacore on the Vancouver, B. C., market was reduced $2 per case late in November, making the new quotation $15 for fancy solid and $11 for fancy white meat flakes.

Albacore fishing off the British Columbia coast brought negligible returns in 1951; in fact, after the first few days of fruitless effort nearly all the fishermen who had entered that fishery at the start of the season shifted their interest to salmon.

What little Albacore was brought in by B. C. fishermen was augmented by imports.

Strike and Scarcity Hoist Sardine Price to $60 Level

A two-week strike of fishermen and boat owners in southern California waters during November didn't do anything to help swell the delivery of sardines to Monterey canneries.

As of November 29 Monterey had received via boat and truck some 23,152 tons of sardines, as compared to 36,059 for the same period last year. San Francisco total for the season was 296 tons, as compared to 13,267 tons in 1950.

San Pedro had received 82,244 tons as compared to 177,362 tons to November 29, 1951, and the entire catch for the state was 105,692 tons, as compared to 226,362 tons to the same date last year.

Monterey's Cannery Row was idle for two weeks due to the price dispute in southern ports. Fishermen were asking for $70 per ton, but finally settled for $60, delivered to canneries. Monterey canners pay $50 per ton for fish delivered in southern waters to be trucked to Monterey. The differential is to help defray trucking costs.

The first day after the settlement of the strike saw some 900 tons of fish trucked into Monterey. No local catches were made.

Stated John F. Janssen, assistant chief, Bureau of Marine Fisheries, Department of Fish & Game: "This year's landings are disappointing compared to last season. The 1950 season to November totaled 161,213 tons, with October's catch making up more than half—136,592 tons. The October, 1949, total was 117,546 tons, and the 1949 season through October totaled 183,981 tons.

"Observations by department biologists indicate that the 1951 spawning was not more than moderately successful," said Mr. Janssen. "The fishery today is depending primarily on the 1947 and 1948 year classes. The 1949 and 1950 classes weren't very prolific. Unless we have an unusually successful spawning in the near future prospects for the sardine fishery are certainly gloomy."

Herring Handling Pumps Effective in Canada

Two Yeomans Bros. fish pumping systems have recently been installed in British Columbia plants at the mouth of the Fraser River, and they will later go into service at reduction plants in the north.

An 8" Yeomans 40'-head unit capable of pumping three tons of fish a minute direct from boat to plant has been mounted on the dock of the Canadian Fishing Co. Gulf of Georgia plant at Steveston.

A larger pump, 10" in diameter and with 50' head, has been installed at the Nelson Bros. operation at Steveston and it is handling three tons of fish a minute. For greater flexibility of operation, it is mounted on a scow.

Tom Grove, manager of Grove Processing Equipment Ltd., Vancouver, who represents Yeoman Bros. Co., 1433 N. Dayton Street, Chicago, Ill., in Vancouver, B. C., expects that similar installations will be made on the west coast, especially in the herring industry, as the pumps have proved to be effective and economical. Seatle distributors are H. D. Fowler & Co., 9th and Lane.

Mackerel is Scarce As Sardine Substitute

The lowly mackerel was coming into its own in Southern California; packers were actually wooing him! Reason was, of course, the sharply cut-off sardine season. Canned mackerel was needed to take the place of sardines.

However, the mackerel decided to be a bit temperamental himself and, to the despair of fishermen—getting a new price of $60, Pacific; $50 Jack—was in hiding during early winter.

November saw only 4,214 tons delivered to plants in the Los Angeles-Long Beach district and at Newport. From this 82,286 cases were packed. Thus for 11 months, Southern California was 14,068 tons, or 348,757 cases behind the same period in 1950. All of 1950 produced for California 1,388,213 cases; to November 30 last year, the total was 987,355 cases. Thus, 401,000 cases would be required to equal 1950.

Demand for mackerel was good considering the hike in wholesale quotations as the year waned. Pacific was scarce at $6.75; Jack was in good supply at $6.00. The export item of ovals, tomato sauce, was holding to $7.50 to $8.00, case of 48s.

Pacific Ocean Perch fresh from the trawl in the bins of the Yaquina Bay Fish Co., ready for the filleters knives. Note the uniformity of the fish, which produce fillets varying little from 5 to the pound.

Forces of Cost and Competition Stunt Young Pacific Perch Trade

Forces of cost and competition bore down heavily on the infant industry based on Pacific Ocean perch during its first six months of legal life and kept it from becoming anything like the Bonanza which the daily press of the Pacific Northwest visioned for it in the early summer of 1951, when the U. S. Food and Drug Administration granted the Pacific form legal standing in the family of fishes which may be labeled Ocean Perch.

Many thousands of pounds of fillets of Pacific Ocean Perch have been marketed, largely from the central Oregon coast, where Pacific Ocean Perch was first found by commercial fishermen. However, pressure from competition of the established Eastern product, confusion over cost as result of pre-conceived ideas of price and profit, and the inevitable lag in the procurement of labels and cartons machines and merchandising outlets has limited the growth of this newest segment of the Pacific fishing industry.

Thoughtful businessmen and fishermen find nothing particularly surprising or discouraging in this fact. They feel that permanence is served by slow beginnings in which growth is determined by demand and markets, rather than merely by ability to produce.

Moreover, fall and winter, winter and spring appear to be the periods of best production for Pacific Ocean Perch. Dudley Turnacliff and Harold Penter of the Yaquina Bay Fish Company, which pioneered this entire Pacific Perch business, report that their fishermen find the perch less abundant, and in somewhat smaller sizes, during the mid-summer months. Steadier fishing comes on with fall and the perch available on the nearer banks then seem to be somewhat larger in average size.

This situation fits in very well with the other activities of the Pacific trawler fleet. During the summer months these vessels find their best fishing for the various varieties of sole which will do, and always may, constitute their principal product. Also the summer months are those when the salmon fisheries and Albacore runs are at their best and it is in the fall, when the perch are prime, that other species become less profitable.

Prompt swing to perch on the part of the major Pacific trawl fleets based on Puget Sound and the Columbia River was delayed for months by insistence on the part of the fishermen that they would receive 5¢ per lb. as a minimum price for any fish, or else they would not produce it. This was in the face of the fact that further to the South fishermen were delivering prime ocean perch for 3½¢ a pound and, as the competition of other fisheries developed late in the summer, for 4¢ per lb.

Even more powerful influence was exerted by the prices paid at Gloucester, where the vast majority of America's ocean perch first comes to land.

At Gloucester, small ocean perch, which constitute the great majority of the landings, have sold through the past six months at an average of 3½¢ per lb. It is true that large ocean perch at Gloucester generally command 5¢ per lb., but they command that price within an overnight run of nearly half the population of the United States. Moreover, the New England article is established in the market, and is produced under brands which are known and favored the country over including the Pacific Northwest.

Even cheaper than the ocean perch of New England are those of Nova Scotia and New Brunswick, New Foundland and Iceland. These foreign products, hurdling the duty on imported fillets, enter the United States at the rate of around 50 million pounds of net fillets per year at prices lower than those of the New England product and far under costs of Pacific Ocean Perch.

Retaliation Hinted If Fillet Tariff Rises

The Fisheries Council of Canada has protested the proposed increase in U. S. tariff on Canadian flatfish, and predicts that the Ottawa government will retaliate if the proposal goes through.

Tariff on Canadian ground-fish fillets to the U. S. was established in 1939 at 1⅞ cents per pound on an annual quota basis of either 15,000,000 pounds or 15% of the average U. S. consumption of the preceding three years, whichever was greater. Imports over the quota were dutiable at 2½ cents per pound.

Soles would be the principal species from the Canadian west coast that would be affected; also some cod.

British Columbia operators believe that, in view of the opposition already stirred up, the worst that Canadians have to fear is the possibility of a quota cut.

Seiners Save Sailor

Crewmen aboard the purse seiner *Morning Star*, skippered by Dusan Gargas, rescued Arnold Rich, Dec. 3, as the 33-year-old man clung to an overturned sailboat. His two companions had slipped off and drowned after clinging to the overturned craft for more than five hours in Catalina Channel. The seiner was en route to fishing grounds when the rescue was made.

THEY PIONEERED PACIFIC OCEAN PERCH—These three men had a lot to do with putting perch into the ranks of Pacific fishery commodities. In the center is Capt. Gordon White, who first found the fish with the trawl of the dragger "Yaquina". Flanking him, left, is Harold Penter, and Dudley Turnacliff, proprietors of the Yaquina Bay Fish Co., which first marketed Pacific Ocean Perch and persisted in presenting its claim to that identity until formal acceptance was granted by the Food and Drug Administration.

S. F. Crab Price Rises After Early Drop

Following up its plan of selling fresh Albacore direct to the public, Fishermen & Allied Workers ILWU, Local 3-34, San Francisco, decided to market crab through its Fishermen's Union Co-operative Marketing Agency, last month.

The following dealers were selling crab to the public at Fishermen's Wharf at the outset of the season for 25¢ per lb., live, and 30¢ per lb. cooked: Alioto's Stalls No. 7 and 8; DiMaggio's; Sal & Dom's; Fishermen's Crab Stand; Lighthouse Stall No. 5; Rosario's; and at the Farmer's Market, Farmer's Market Arcade.

The price of crab to the fishermen started out at 15¢ per lb., went to 10¢ and by the first of December was 16½¢ per lb.

Catches were good for the early part of the season, but rough weather in the latter part of November and early December greatly curtailed the harvest.

Cash Cuts Deficit

The deficit from the 1951 Fishermen's Fiesta at San Pedro was reduced considerably by recent donations from the San Pedro Fish Institute (wholesale fish dealers), the Yugoslav Women's Club, Anthony Bozanich, Ray Mitchell (Marine Hardware Co.) and from several other civic-minded business and professional people of San Pedro.

Light Albacore Fares Run Through November

There was a smattering of Albacore landed at Terminal Island through November by such boats as the *Belle J II* and the *Silver Spray*. And despite the gloomy tuna situation generally, tonnage of Yellowfin and Skipjack to Los Angeles-Long Beach harbors was worthy of noting.

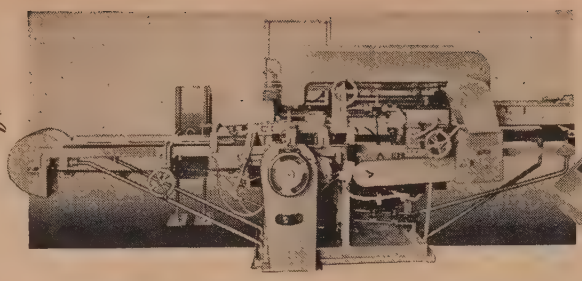
The big *Scarlet Queen* brought 503 tons of Yellowfin and 11 of Skipjack from Peru. French was the taker. Also delivering to French were *Cape San Vincent, Joan of Arc, South Seas, Mary S., Viking, Miss California,* all clippers.

Franco-Italian had the *Sea Boy* and the *Mona Lisa;* Coast Fishing, the *Swan, Marilyn Rose, Shamrock* and *Carolyn Dee.*

Van Camp bought from the *Sun Jewel, American Clipper, Benita, American Boy* (Peru), *Helen Ann,* also Peru, *California Maid, Gem of the Sea* (Peru). South Pacific had the *California Republic, Pan Pacific,* the *Ranger.* California Marine Curing and Packing in November processed Japanese Skipjack only.

Seiners in Galapagos

The month of December found a few tuna purse seiners at sea, heading toward the Galapagos area: *Arlene S,* under John Sestich; the *Defense,* John Zorotovich; *Golden West; Delores M.* Awaiting sailing orders were two other year-round tuna seiners, *Anthony M* and *Pioneer.*



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Check the advantages of the Model FF. You'll find new savings in its versatility and high speed—up to 100 packages a minute. You can use any material suitable for wrapping frozen fish. Printed matter is perfectly registered by electric eye. And the spring-mounted elevator well allows up to 3/8" variation in package width due to freezing—you can wrap before or after freezing. Size changes are quickly made with easy hand-wheel adjustments.

The Model FF can be operated from either side, and its special oiling system permits easy cleaning and oiling.

Write for complete information on the Model FF

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Pacific Coast Fish Products

San Juan Fishing & Packing Co.

Foot of Stacy St. **SEATTLE 4, U. S. A.**

FOOD FISH MARKETING

News and Views of National Trade in Fish and Shellfish

Tuna Inventory Entering 1952 Estimated at 2,000,000 Cases

Hand-to-mouth buying, low prices, high imports and a general soft market as 1951 ended, did nothing to add cheer to the holidays for the Southern California canned tuna industry. Conditions generally were summed up by one prominent packer when he said in mid December—"Lousy!"

In spite of holding a tight brake on fishing fleet, raw material, including increased imports of frozen tuna, was received to produce 7,400,000 cases, a decrease of only 750,000 cases from 1950.

As 1952 began the fleets were still largely inactive; in December an estimated 30% was engaged. This meant there would not be very much "new" fish to be expected before spring.

The industry carried an estimated 2,000,000 cases into 1952, which this season is considered as hardly more than a "safe" inventory.

It didn't look as if January could come up with more than 200,000 cases, and February wouldn't be much better.

Sales in November and December were normally poor, reducing the inventory to 2,000,000. If the fleets deliver enough raw fish to produce 500,000 cases in January and February, that adds up to 2,500,000 cases.

With a normal average monthly turnover of 700,000 cases — retail sales—looks like the industry is going to need some raw fish in a hurry, along about April and May.

Packers generally along the Southern waterfronts were anticipating higher wholesale prices in 1952; a return to profit selling. They were frankly worried about canned tuna-in-brine. It is an item against which they cannot compete in kind.

Late in 1951 Japan was sending in White Meat, fancy, ½s, 48, in brine at $10.50; Light Meat, fancy, same at $9.25; C&F, same at $8.25. Reports from New York in late November were that the Japanese were sending in Skipjack, 1-lb. talls, in brine, 48s, at $16.50.

Mexican Pacific Shrimp Enjoys Firm Market

Mexico's Pacific shrimp was in strong demand everywhere in the country last month, particularly west coast, and with prices holding firm, although the December 1 quotation of 70¢ per lb. for Under-15 was not too steadily entrenched, because of the normal seasonal increase in the small counts.

The favored 15-20 count, at 60¢; with a 5¢ per lb. drop down the line to 43-65 — the latter quoted at 40¢ per lb.—were in greater demand, and the call did not seem destined to be satiated this season.

While to December 1, production figures were ahead of 11 months of the year before, this did not tell the story. There had been good fishing at the northern banks at San Felipe and Rocky Point—much of this production crossing the border fresh—but from Guaymas to Mazatlan, production was dropping sharply.

To December 1 last year 21,850,000 lbs. had been imported; 1950 to that date, 20,600,000 lbs. All of 1950 showed 24,380,095 lbs. November produced the greatest month of all, 5,580,281 lbs., whereas in November, 1951 the imports were around 4,300,000 lbs.

The Mazatlan district had failed to get up much momentum although the southern district should get better as the season progressed. Some 75 miles north of Mazatlan, the La Reforma plant of Productos Congelados was closed down for lack of shrimp.

R. W. Hanlon, Bodega Bay, Calif., is repowering his 40' combination boat with a "Caterpillar" D315 marine diesel. It also has a new 32 volt Onan 3-kw. constant volt generator, furnished by the Thomas A. Short Co., San Francisco.

Sardine Scarcity Lifts Prices to Ceilings

When it became apparent in early December that the California sardine catch was less than half that of even date a year before, canned sardine prices reflected apprehensions of buyers, and packers were quoting OPS ceilings.

Any packer with a lower ceiling was thought to be asking for relief, according to market observers. The canned sardine market, on account of the lack of fish, was not active.

Prices quoted were $5.75-6.75 for 15-oz tall, natural; $6.50-7.00 for 15-oz tall, tomato sauce; and $8.20-8.75 for 15-oz. oval, tomato or mustard sauce.

Some squid was being held by canners at $4.25 per case, and 15-oz tall jack mackerel was selling for $6.00 per case, and in tomato sauce, in 15-oz ovals, $6.75 per case.

Small supplies were available.

Winter Crab Market Recovers from Dip

The Pacific canned crab market seemed firmly set at $28 before the end of 1951, having recovered fully from the dip which took some offerings down to $26.50. It is believed that all goods sold at that level were from earlier 1951 packing, and that no new-pack crab went under $28.

November-December packing was very scant, due to closed seasons and weather. Earlier fall operations in Alaska, however, produced a substantial quantity.

Mexican Pacific Shrimp Prices

Prices quoted December 1, f.o.b. storage, West Coast for Fancy, Premium brand, layer pack:

	Per lb.
Under 15	70¢
15-20	60¢
21-25	55¢
26-30	50¢
31-42	45¢
43-65	40¢

Demand strong, east and west coasts; particularly west. All prices, except 70¢ for Under-15 considered seasonal bottom. Production slackening in December.

The pictorial montage above was prepared by Stanley J. Remus & Co., Chicago food brokers specializing in seafoods, from a collection of photographs furnished by Oceanis Sales Co., Seattle, for a window display at the newest of the Hillman's chain of supermarkets in Chicago. The display faced the sidewalk above a 100' long row of frozen food cabinets, sharing space with displays furnished by such houses as Swift & Co., and the California Packing Corporation. James F. Remus writes James Stephens of the Oceanic Sales Co. that another chain selected the central purse seining pictures for great enlargement to hang on the wall of a new store it is building.

Christmas Hibernation Hits Market

Seasonal sleep was settling over canned salmon sales as this was written, and as the salmon demand went into its usual Christmas hibernation.

The forward-looking buyers showed some spark in December, placing business to arrive after the New Year closed the 1951 inventory accounts.

In the primary market Pinks were the only item in any kind of supply as 1951 ended, and competent enumerators figured fully half of the pack had been sold by that time. Although there were rumors of distributive market deals interpreted to indicate shading of Pinks on the light side, most observers seemed to feel that Pinks were lodged pretty firmly against the ceiling—$21.

The government buying of a slug of Pinks unquestionably helped keep the situation firmish, and stocks generally seemed "digestible."

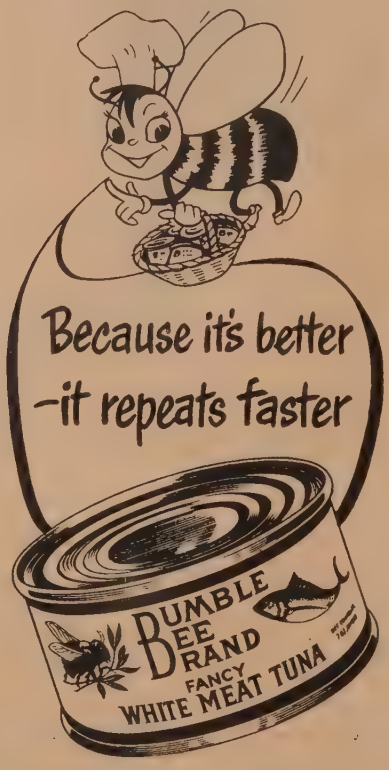
SEATTLE MARKET

Prices openly quoted at Presstime, f.o.b. Pacific Northwest terminal points, in cases of 48s.

SALMON	Ceiling	Quoted Price
Red, tall	$32.00	$32.00-$31.00
Red, half	19.25	18.00
Pink, tall	21.00	21.00
Chum, tall	19.00	17.50
Coho, tall	25.00	25.00
Coho, half	15.00	13.00- 15.00
Chinook, fcy.	23.00	21.00- 23.00
Sockeye, hf.	22.00	20.00
Sockeye, mf.	21.00	19.00
ALBACORE, fcy.	—	13.25- 15.00
CRABMEAT, half	—	28.00

Canned Salmon and Tuna
—Factors for 32 Years—

F. A. GOSSE COMPANY
1800 Exchange Bldg.
Seattle 4, Wash.



COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON

Quality
Pink Salmon

KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

Southern California Canned Fish Prices

Quoted f.o.b. December 1.

TUNA

Advertised Brands:

White Meat, Fancy	$15.00
White Meat, Standard	$14.50
White Meat, C&F	$13.00
Light Meat, Fancy	$13.00-$14.00
Light Meat, C&F	$12.00
*Light Meat, Grated	$ 9.00-$10.00

Private Label:

White Meat, Fancy	$13.00-$14.00
White Meat, C&F	$12.00-$12.50
Light Meat, Fancy	$12.50-$13.00
Light Meat, C&F	$10.50-$11.25
Light Meat, Flakes	$ 9.00-$10.00
Light Meat, D & L	$ 8.00

TONNO

½s, 48	$14.50 to $15.25
¼s, 100	$15.75 to $16.00

MACKEREL

Pacific, talls/nat., 48	$6.75
Jack, talls/nat., 48	$6.00
Jack, ovals, t/s, 48, export	$7.50 to $8.00

SARDINES

Talls, nat., 48	$5.75
Ovals, t/s, 48	$8.20

*Secondary labels.

The BUYERS' CORNER

In an effort to make the Food Fish Marketing feature of PACIFIC FISHERMAN of maximum use to canned fish buyers, this space will be devoted monthly to the development of topics of particular interest to men charged with the volume buying of America's fish supplies.

Canned Fish Complaints Rarely Have Foundation

Few of the consumer complaints against canned salmon—usually on allegation of foreign substances in the can—are found to have validity. Dr. R. W. Clough of the Northwest Branch of the National Canners Association recently told an assembly of salmon canners that the branch had investigated 66 such complaints in the past year. Of these, 36 involved claims that glass had been found in the fish.

This "glass" of which complaint is often made is actually harmless phosphate crystals which occasionally form in the natural liquids of the can. The crystals dissolve readily in an acid solution, and their character can be readily proven by placing the crystal in a spoonful of hot vinegar.

Seventeen suits were disposed of during the year, 16 by abandonment and one by payment of a moderate amount. Of the 66 new complaint cases, six were settled by payment of minor sums.

Ocean Beauty Headquarters Are Now in Portland

Headquarters of the Ocean Beauty Sales Co. are being moved from Sacramento, Calif., to Portland, Ore., where offices will be maintained at 301 N. W. Third Ave., the plant of the Portland Fish Co., one of the group of producers associated in the Ocean Beauty Sales Co.

A. J. Gaglia is manager of the company, which markets the "Ocean Beauty" line of products for Portland Fish Co., Yaquina Bay Fish Co., Washington Fish & Oyster Co. and Meredith Fish Co.

"Packed with the Wiggle in its tail"

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CANNED SALMON, TUNA, CRABMEAT

Whitney's Quality

Whitney's—Alaska Red Sockeye
Whitney's Best—Blueback and Chinook
Red Rambler—Fancy Cohoe Salmon Steak
Golden Shore—Chum

WHITNEY & COMPANY
Seattle, Washington

U. K. Stringency Won't Affect Salmon Deal

Although the United Kingdom plans a reduction of nearly $1,000,000,000 in the value of imports from overseas as a means of straightening out the economy, British Columbia salmon packers are not disturbed over the prospect of losing some business in that market. They feel there is no danger of Britain's failure to live up to its contract for a portion of the 1951 salmon pack. Routhly, 230,000 cases were purchased at a cost of about $6,700,000, and a considerable volume of this order has already moved overseas.

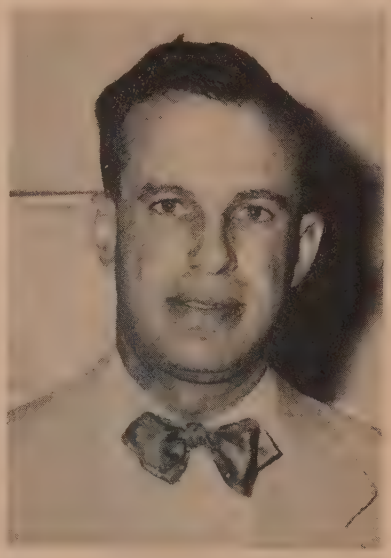
As for the 1952 purchases by the United Kingdom, the situation depends on how Britain's training position stands next summer.

Dragger Survives Beating

The drag boat *Cavalier,* out of Humboldt Bay, had a narrow escape recently when she was picked up by a 40-foot wave and dropped into the trough of the seas, sustaining considerable damage. Skipper James Jung said that at one time the crew was just about ready to abandon ship. However, the crew managed to stop the inflow of water and the craft made port. Put on the ways at Fields Landing for repair, examination disclosed two planks had jammed up through the deck, nearly all seams were sprung and a seacock was broken.

Australia-New Zealand Fisheries Impress Stix

Robert L. Stix, New York City fish and seafood sales representative, returned to this country in mid-December after spending several weeks in Australia, New Zealand and Japan. His trip principally was to meet and



Robert L. Stix, New York specialist in seafood sales, pictured in Seattle in December upon his return from Australia, New Zealand and Japan.

confer with producing principals whom he represents on the Atlantic Coast of the United States.

He found the spiny lobster fisheries of Western Australia and New Zealand highly productive, and with a tremendous potential for further development as their product comes into the more general appreciation it merits. He believes these countries also will become more and more important as sources of canned fish, notably tuna.

In Japan Mr. Stix visited numerous frozen and canned fish pricipals, and had opportunity to visit a number of their plants, which he described as clean, thoroughly sanitary and well-equipped, employing large numbers of people whose wages are low, but whose skill and competence is of high order.

He expressed the feeling that tuna-in-brine for the institutional trade is definitely "here to stay" in the United States; but has the impression that tuna-in-brine as a consumer size in the half-flat tin has yet to prove itself as a standard grocery item.

Yellow Tail Price Cut

The price of yellowtail at San Diego was dropped to $150 a ton at the end of November, a $10 a ton cut. This added further gloom to the San Diego waterfront, where tuna in general is in the "not-wanted" class. A number of San Diego small boats depend on the yellowtail fishery in Mexican waters for revenue. Charles White, president of the San Diego Commercial Boat Owners, Inc., one of the most active groups in working for restrictions on tuna imports, made the announcement on the drop in price of yellowtail.

Army Salmon Deal Carried to Congress

The newly-formed Northwest Fisheries Association in December served notice on the U. S. Army Quartermaster Corps that it was carrying to Congress its protest against award of new Army orders to California interests which are accused of having filled Army orders for frozen Silver salmon with frozen Falls.

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Packaged Frozen Fish Growth Prospects Tops

Good growth and fine prospects for packaged frozen fish merchandising in the San Francisco area is reported by Lionel Schatz, manager of A. Paladini, Inc., pioneer San Francisco fish wholesalers.

The Paladini fillet production at present centers in the modern plant at Ft. Bragg, where the fish are filleted and frozen. Filleting in the San Francisco plant is limited to the local demand for fresh fillets. The Ft. Bragg plant, described in *Pacific Fisherman* for July, 1951, page 41, is modernly equipped with a Package Machinery Company topping machine.

Tuna Pioneer Passes

Abraham F. Kittle, Los Angeles harbor owner of the California Ship Supply Co. and an early-day fish canner, died recently in Los Angeles. He was 69 years of age and was born in Norway. He came to San Pedro 36 years ago. In 1918 he formed the Neilson-Kittle cannery which went out of business in 1921. In 1922 he joined with Van Camp interests in forming what is now the Van Camp Sea Food Co. One of this company's canneries is still identified at the N-K plant.

Fillets From Tropical Freezership Sold Here

A shipment of 16,000 lbs. of filleted bass from south of the Panama Canal, sharp-frozen and packaged under the brand name, "Stowaway," was received in Los Angeles harbor in late October by Marine Products Company, San Diego, and distributed by Reinke & Amende, Inc., Los Angeles.

The cabrilla was caught offshore by the U. S. freezer vessel *Penquin*, Capt. A. S. de Ignacio, master, under a contract with Marine Products Company for eventual delivery of many thousands of pounds. The fillets are packed in 5-lb. and 1-lb. packages, for institutional and consumer sales. The initial shipment was said to be a very excellent product.

Frozen and packaged, the 16,000 lbs. were transferred to a reefer steamer at Ecuador, and shipped north while the *Penquin* continued fishing and packaging operations.

High Prices Slow Sales Pace Of Canada's Big Salmon Pack

Advanced prices of canned salmon on the Canadian market as well as elsewhere are leading to considerable sales resistance to the British Columbia product, and no one would be surprised if there is a fairly substantial carryover from the 1951 pack.

However, the packers are not disturbed by the situation, which they regard as a logical sequel to a season whose production was some half million cases larger than in the previous year.

"We can't complain," said one sales executive of a large B. C. company. "We've had it almost too easy for several years. We haven't had to show much selling initiative or resourcefulness. The coming year will test us."

The Canadian domestic market is all-important to B. C. salmon packers because, owing to tariff, exchange, transportation or other restrictions, most of the other markets have been at least temporarily eliminated. Salmon salesmen look back nostalgically to the days when they were selling to 40 or more countries year after year. But if they have to do nearly all their business with one market, they're glad that it's Canada, because in the domestic field they don't have to contend with tariffs, credit or exchange control, shipping difficulties or any of the other complications that make export trade difficult, regardless of its desirability, these days.

To help overcome sales resistance in Canada, the salmon canners as a group are spending more than $250,000 on consumer advertising during the coming year, and individually they are spending almost as much, so that the cost of the industry's sales promotion will probably be close to half a million dollars, far away in excess of any previous expenditure on that account. However, the industry argues that it has a lot of fish to sell and an unusually plentiful stock of all grades. It also realizes that the consumer dollar, though shrunk by inflation this year, is widely scattered.

So far as the export field is concerned, the United Kingdom will stand by its commitment, representing an expenditure of about $7,000,000, for its share of the 1951 pack. However, it is expected that sales to Britain next year, owing to the precarious financial situation there, may be of only proportions. About 90 per cent of the U. K. order for 1951 has already been shipped. Italy is hesitating to buy Pinks and Chums at present prices, and so are Belgium, Netherlands and the Phillipines—which loaded up with canned fish last year owing to the Korean situation. Stocks there are still reasonably high.

One development anticipated by some B. C. packers is the surmounting of the U. S. tariff hurdle late next spring with some of the cheaper grades of Canadian salmon. The U. S. duty has been reduced from 25 to 15% and, while still too high to offer much inducement for Americans to buy B. C. canned salmon under ordinary conditions, it is felt that in view of the short pack in Alaska and the price differential some B. C. salmon will move across the border. The equivalent of $19-a-case salmon in B. C. is selling for $21 in the U. S., and by next spring the Canadian sellers may feel like whittling the price enough to do business.

One reason that Canadians are not apprehensive over the prospect of a large carryover — which, after all, was the normal thing before World War II—is the fact that the pack in 1952 shuld be considerably less than in 1951.

A condition that the packers don't relish, but which they can't do much about, is that they have to pay carrying charges on most of the pack until it actually moves into the hands of the distributors. Some years ago the load was borne by the other factors in the marketing, but the practice today is to let the packers finance the pack until the canned salmon actually moves into distribution channels.

Current domestic prices to wholesalers, chain stores or other purchasers in carload lots for full cases of 96 halves:

Sockeye, $38, an advance of $5 over last year.

Coho, $29.00, compared with $25.00.

Pinks, $19.00, compared with $17.50.

Chums, $16.50, compared with $15.00.

By and large, the same prices are charged to the export market for fancy quality pack, but there are other grades such as choice, fair average and standard of which export offerings have been quoted at prices considerably less than those quoted.

Fraser Sockeye Seeding Shows Healthy Growth

Further evidence of the encouraging come-back of the Fraser River's Sockeye fishery is contained in a summary of escapement to the river's various spawning areas in 1951, compared with the experience of the previous cycle years.

The commercial-Sockeye pack on the Fraser system last season was one promising indication, being about 255,000 cases between Canada and the United States. This was largely provided by *runs that had been regarded as extinct.* It was the biggest cyclic pack since 1903.

The escapement figures give further support for the industry's confidence in the fishery's recovery. Officials of the International Pacific Salmon Fisheries Commission, who prepared the summary, are cautiously optimistic, pointing out that Nature is not consistent and that salmon are subject to environment which is seldom stable.

It is the belief of the biological staff that, as some of the older areas which suffered most from previous blockades receive a larger escapement, the peaks of overall production should rise and the dips should not be as great as they have been in the past.

The accompanying list shows that almost without variation the escapement in 1951 marked a healthy increase.

ESTIMATED NUMBER OF SOCKEYE

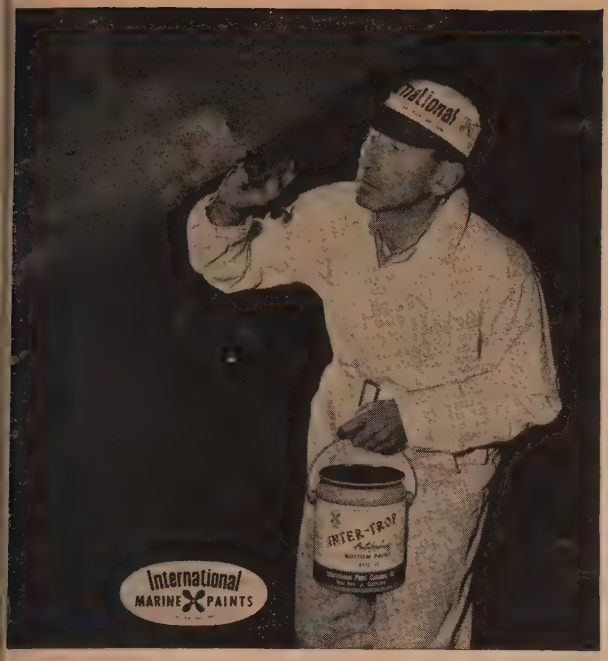
District & Stream	*1939*	*1943*	*1947*	*1951*
LOWER FRASER				
Cultus Lake	73,189	11,875	8,898	13,000
Upper Pitt	———		*(1946)* 18,520	37,837
Widgeon Slough	———	293	750	745
HARRISON				
Big Sliver Creek	29	Present		200
Douglas Creek	156	Present		20
East Creek	25	9		15
Harrison River		1,114+	16,000	17,145
Hatchery Creek	107	77	500	100
Weaver Creek	3,253	3,128	6,500	12,979
LILLOOET				
Birkenhead	15,280	50,668	120,000	35,861
U. Lillooet Streams	1,130	Present	Present	50
SOUTH THOMPSON				
Seymour	250	Present	10,000	24,344
Adams L. & Trib.			0	0
Adams River	16,200	10,000	185,000	135,000
Little River	15,687	Present	15,000	9,690
South Thompson R.	———	———	100	500
NORTH THOMPSON				
Raft River	1,490	4,000	8,000	8,561
Barriere River	———			108
SETON ANDERSON				
Portage Creek			50	30
CHILCOTIN				
Chilko River	*2,000	13,546	55,000	118,110
Taseko River				500
QUESNEL				
Horsefly River			6	51
NECHAKO				
Endako River	8	46	450	742
Nadina River	———	———	90	326
Nithi River	3	———	60	90
Ormonde Creek	———	———	40	120
Stellako River	1,446	9,142	55,000	96,200
Uncha			2	30
STUART				
Ankwil Creek	———	———	0	25
Driftwood River	———	———	0	50
25 Mile Creek	———	———	———	5
15 Mile Creek	———	———	0	7
Forfar Creek	89	400	1,500	13,600
Frypan Creek	———	———	———	50
Gluske Creek	———	———	200	3,787
Kazchek Creek	2	2	———	200
Kynoch Creek	458	2,150	10,000	32,825
Middle River	———	———	60	2,000
Nahounli Creek	———	———	0	40
Narrows Creek	6	5	———	400
Rossette Creek	———	450	2,500	10,000
Shale Creek	———	———	0	190
Sowchea Creek	———	———	———	30
Tachie River	———	———	———	100
NORTHEAST				
Bowron	2,695	6,215	23,945	21,770
	133,505+	124,087	538,221	597,433

Boats Leave San Diego In Tax Protest

Ten boat owners with residence in San Diego announced recently that they were going to transfer from San Diego to Northern California ports because of present San Diego county assessments against their small Albacore vessels.

Earlier in the week the fishermen pleaded for a revised assessment system at a State Senate Interim Committee hearing. They want a boat's assessment under state law to be based on the number of days in port, states Charles White, president of the San Diego Commercial Boat Owners Assn.

The ten skippers declaring they will move to northern ports are: Art Reinoehl, *Ace;* George Brosseau, *Doris;* Eric Johnson, *Hike II;* Ted Jacobson, *Teddy J;* Harold Jacobson, *Harold J;* Sam Frey, *Suzy;* Homer Moore, *Culeter;* Bob Jackson, *Daybreak;* Mac Nielson, *Carrie;* and Don Jacobson, *Norge.*



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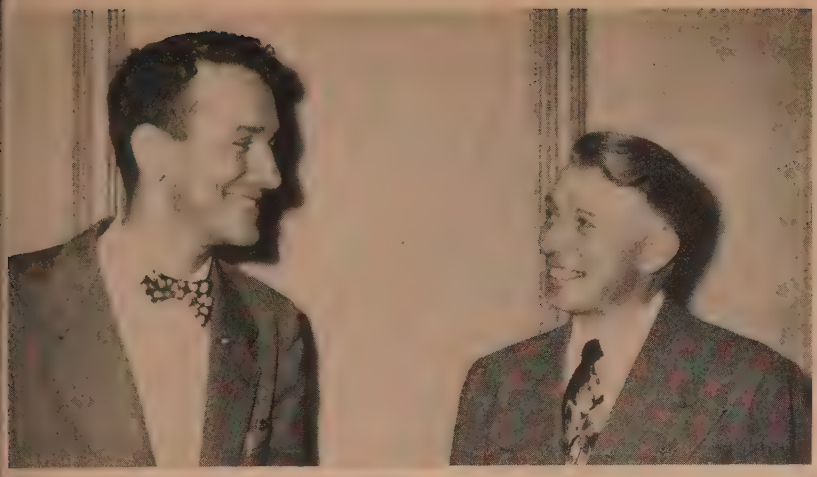

Here is the new chief biologist of the Washington Department of Fisheries, Don Johnson, on the left, together with the man who appointed him, Fisheries Director Robert J. Schoettler, whose appointment of Mr. Johnson and of Milo Bell as department coordinator gave the department new stature despite the turmoil which wracked it this fall.

Three-Phase Fishery Engineering Load is Shouldered by Milo Bell

Three varying phases of fishery administration and engineering are combined in the new responsibilities shouldered by Milo Bell, who this fall returned to the Washington Department of Fisheries offices in Seattle's Smith Tower where he began the professional career whose monuments stand in the fishways at Bonneville, Rock Island, Hells Gate and Bridge River.

Mr. Bell resigned as chief engineer of the Sockeye Salmon Commission to become coordinator of the Washington Department of Fisheries — which is the first phase of his threeply work.

At the same time that it released him as chief engineer, the Sockeye Commission appointed Mr. Bell as its engineering consultant—the second phase of his work.

Thirdly, he is established as a consulting engineer specializing in fishways—and in this phase presently is engaged by the U. S. Corps of Engineers as consultant on the dam structures authorized on the Columbia River. The various agencies concerned, state and federal, requested Mr. Bell's appointment for this work.

In the Washington Department of Fisheries, where his title is that of Coordinator, Mr. Bell works with the supervisors of the several divisions, keeping their undertakings in gear by consulting and coordination. This several divisions of the department include: Hatcheries; Lower Columbia River Program; Stream Management; Biological Research and Management; Engineering and Construction; Patrol; Statistical; Shellfish Management.

Mr. Bell's employment arrangement with the Washington department is on a part-time basis, permitting him to devote such time as necessary to his other enterprises. He is paid by the state only while engaged exclusively in its work.

Iowa-born, Mr. Bell lived as a young man at Port Angeles, Wash., and was graduated from the University of Washington College of Engineering. Before that time he had become interested in fisheries, and in 1930 joined the Washington Department of Fisheries as an engineer.

Milo Bell, engineering specialist in fishways, who now serves also as coordinator of Washington Department of Fisheries divisional activities.

In this work he represented the states concerned with the Bonneville Dam fishways, and participated in their design and development. Later he worked on the Rock Island-Grand Coulee fish salvage program; and on diversion screening projects.

He was engaged as consultant to the Sockeye Commission in 1942 and 1943, becoming its chief engineer in 1944, and continuing in that capacity until he resigned in the fall of 1951—subsequently being appointed engineering consultant. While engaged with the Sockeye enterprise Mr. Bell designed and supervised construction of the fishways at Hells Gate, Bridge River and Farwell Canyon.

Engineering aspects of the great Alcan Kitimat aluminum development currently command much of his attention as the Sockeye Commission engineering consultant.

Supreme Court to Rule On Alaska License Fees

The United States supreme court has agreed to pass upon the legality of the Alaska non-residence fisherman's license fee of $50, compared with a fee of $5 for residents of the territory.

The appellate court in San Francisco held the 10-fold fee for nonresidents was discriminatory and unconstitutional.

Calif. Fisherman Favor Late Silver Season

Generally favorable opinion was voiced among northern California plant operators and many fishermen over the proposed change in the west coast Silver salmon season, sponsored by the Pacific Maritime Fisheries Commission. Under the proposed program, the season would be from July 1 to October 31, instead of from June 15 to October 1.

Silvers account for a large portion of the annual catch along the northern California coast.

Appointment of Warren L. Howe, Jr., as sales manager for Gunderson Engineering Corporation, distributors of General Motors-Detroit diesels, has been announced by Al Gunderson, vice-president and general manager of the organization. Howe replaces H. J. Sundt, who has been connected with Gunderson since the war, but who has been recalled to the Navy as lieutenant commander.

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Balfour, Guthrie Picks Gilman for Byproducts

Edward H. Gilman has been appointed head of the fish meal and oil department of Balfour, Guthrie & Co., Ltd., San Francisco.

Mr. Gilman was in the fish meal and oil department of Wilbur-Ellis & Co. for a number of years prior to joining Balfour, Guthrie & Co., Ltd., one of the oldest Pacific Coast commodity brokerage houses.

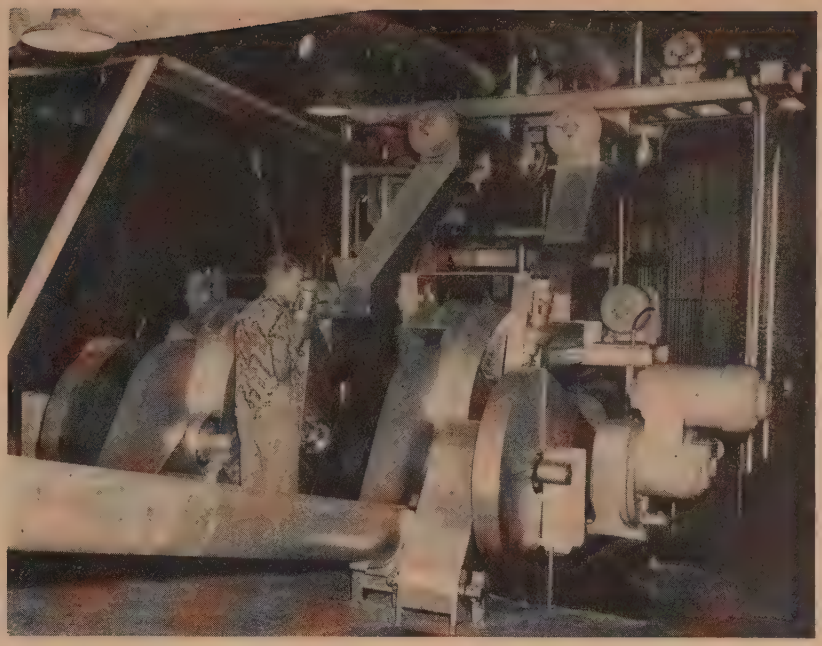
The company handles sardine, herring, and menhaden meal, and various types of fish oils.

437 Whales Killed By 5 B. C. Boats

You have to check back over the records of many years before you come up with a figure matching 1951's catch of whales in the North Pacific by a British Columbia organization. According to a report by H. H. Cowie, manager of the Coal Harbor station of B. C. Packers, Ltd., 437 whales were taken during the past season—51 Humpbacks, 216 Finbacks, 8 Sei, 153 Sperm and 9 Blue.

This figure compares with 312 in 1950, 250 in 1949 and 182 in 1948, when B. C. Packers joined with the Gibson Bros. and Nelson Bros. Fisheries to form Western Whaling Corp., which subsequently became a wholly owned operation of B. C. Packers.

Five killer ships were in the fleet during the past season, including two vessels acquired from overseas last spring—*Globe 7*, Capt. Einar Eikanger, and *Polar 5*, Capt. Einar Jensen. The other ships were *Tahsis Chief*, Capt. Olaf Tylling; *Nahmint*, Capt. Harry Sampson; *Bouvet III*, Capt. Jack Haan.



Van Camp Sea Food's fish-reduction system at the N-K plant on Terminal Island has been completely modernized for the 1951-52 sardine season. Here are shown two rotary fish presses with capacity of 10 tons per hour each. Standing between them is K. S. Lanker, general manager, P & L Welding & Machine Works, Anaheim, California, whose firm supplied the presses. Motors operating the presses, shown right for one machine are 7½ hp. for the press, and a 5-hp. gearhead, for pressure feed.

P. J. "Joe" Hickey, formerly cannery superintendent at Del Mar Canning Company, Monterey, and later at Warrenton, Ore., was recently made manager of French Sardine Company's fish meal operations at Terminal Island. Mr. Hickey, widely known in fish canning and reducing circles, went to American Samoa in 1948 to build the tuna plant at Tutuila of Island Packers, Inc., promoted by Harold Gatty, famous aviator. Scarcity of fish in the area forced closure of the plant and Mr. Hickey returned to the Pacific coast in 1950.

B. C. Herring Fishing Proves Late and Light

The herring season got off to a slow start in British Columbia November 13 after a few days' delay owing to a dispute between fishermen and operators relative to prices.

Fishing actually started about three weeks later than in 1950, and early landings were relatively light.

The price for herring this season is $8.28 a ton, an increase of 88 cents per ton over last year. A full fisherman's share is now 1.03½ cents a ton.

Livers Looking Up

Curtis & Tompkins, Ltd., San Francisco chemists, samplers and vitamin assayers, report an increased interest in testing fish livers since the close of the Mexican shark season.

Thomas L. Thompson in October became the new Northwest representative of The Linen Thread Co., Inc., it was announced by J. E. Richardson, Pacific Coast manager. Mr. Thompson is the son of Capt. T. L. Thompson, former owner and master of the Seattle halibut vessels "President" and "Federal". The young man is a graduate of the University of Minnesota, and has worked for years as a practical fisherman. Thus he brings to his new work the specialized knowledge of a man who knows nets and how they are used. Mr. Thompson's headquarters are in Seattle, and from there he will serve The Lnien Thread Co. customers in the fisheries of Alaska, Washington and Oregon through the Pacific Marine Supply Co. and the Oregon Marine Supply Co.

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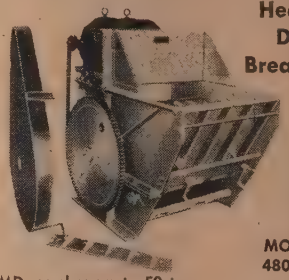

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In the photo at the left, Archie Sanchez, Standard Oil Company of California marine distributor, Fishermen's Wharf, Monterey, (right) is awarded a bronze plaque for 30 years of continuous petroleum service to the Monterey community by A. B. Clubb (left), branch manager of the company in Monterey. E. E. Wall (center), assistant district manager of the company, looks on approvingly from the background. In the picture at the right, Malio Stagnaro (right), president of the Cottardo Stagnaro Fishing Corporation, Santa Cruz, California, receives a bronze plaque from H. R. "Tom" Gurnee, branch manager of the Standard Oil Company of Santa Cruz, in recognition of Malio's 31 years of continuous petroleum service to the community on Santa Cruz' Municipal Wharf.

Standard Oil Co. Honors Monterey Bay Marine Agents

Two Monterey Bay area Standard Oil Company of California marine station operators and distributors were signally honored by the Company this Fall with the awarding of bronze plaques.

The men were Malio Stagnaro, president of the Cottardo Stagnaro Fishing Corp., Santa Cruz, and Archie Sanchez, Standard Oil distributor on Monterey's Fishermen's Wharf.

Malio was awarded a plaque in recognition of his 31 years in continuous petroleum products service to the community on Santa Cruz' Municipal Wharf, by H. R. "Tom" Gurnee, Branch Manager of the Standard Oil Company in Santa Cruz; also at the presentation honoring Malio, was E. E. Wall, Assistant District Manager of the oil company.

Malio comes from a family well known in the fishing industry of California. His father was one of the pioneer fishermen of Monterey Bay, and Malio, with his brothers, including the late Cottardo Stagnaro, has been identified with the fishing industry of Santa Cruz all his life. During World War II, he was an officer in the Navy, serving at Treasure Island in training officers and men in the handling of small boats.

Archie Sanchez, Standard Oil Company marine distributor on Monterey's Fishermen's Wharf, was awarded a similar plaque for 30 years of petroleum products service to the Monterey community by A. B. Clubb, Branch Manager of the Standard Oil Company in Monterey. E. E. Wall, Assistant District Manager, also took part in the presentation ceremonies.

Archie has been identified with the Monterey fishing industry all his life. He got his first job in the pioneer Monterey sardine cannery of the late F. E. Booth. He served in the Navy in World War I, and was a noted ball player and golfer. With a back injury torturing him he pulled out of athletics and took over the first Standard Oil Company marine station on Fishermen's Wharf in Monterey. He has seen the fleet change from lamparas to half-rings, and from half-rings to giant purse seiners.

Oregon Marine Supply Handles Nordberg on Columbia River

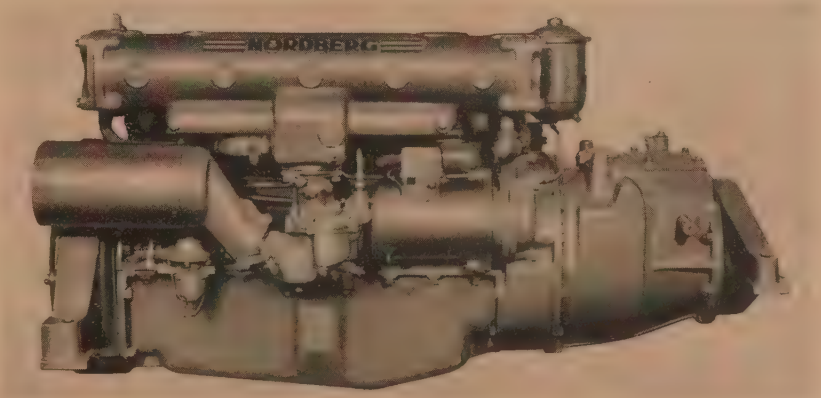
Appointment of Oregon Marine Supply Company as distributor for Nordberg gasoline marine engines in Oregon and southern Washington is announced by Nordberg Manufacturing Company, coincident with release of details on its new "Bullet" model, 110-hp. in six cylinders.

Oregon Marine Supply's Astoria store maintains engine and parts stocks for servicing the lower Columbia River area, and the Portland store will operate in a similar way for the upper Columbia River area and Oregon coastal ports.

General manager of Oregon Marine Supply Company is A. G. Clark, Jr., and R. O. Dickman is manager of the engine department. At Astoria Nordberg sales will be handled by Arne Ullfers and Al Thompson. Immediate plans of the organization include the appointment of Nordberg dealers with service facilities in the major Oregon fishing ports.

To provide the greatest propulsive efficiency for a wide range of craft Nordberg offers, beside Bullet, four six cylinder gasoline marine engine models, the Bluefin, Arrow, Marlin and Knight with ratings from 80 to 145 hp. All models are available for Nordberg direct or reduction gear

The new 110-hp. Nordberg "Bullet" engine, a 6-cylinder engine featured by its light weight.



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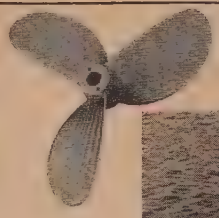

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drive in ratios of 1.88 and 2.44 to 1 and the Arrow, Marlin, and Knight are also offered with reduction gear ratios of 3.32 and 4.12 to 1. Hydraulically operated Paragon direct or reduction gear drives in ratios of 1.5:1, 2:1 and 2.5:1 are also offered on all four models.

Universal Motors Publish Engine Details in Spanish

A specification catalog in Spanish covering the new Universal 130-hp. and 145-hp. Super-Six Marine Engine has just been released by the Universal Motor Company. A copy of this new Spanish catalog describing the Universal series of Super-Six Engines may be obtained by writing direct to the Universal Motor Company, 423 Universal Drive, Oshkosh, Wisconsin, U. S. A.

B. B. Bradley Advances In Plymouth Organization

Bartlett B. Bradley, General Sales Manager, Plymouth Cordage Company, Plymouth Cordage Company, Plymouth, Massachusetts, takes on expanded duties to direct all sales activities of the Company, it was announced recently.

This move followed a realignment of offices and responsibilities at top management levels. Ellis W. Brewster, formerly President and Treasurer became Chairman of the Board, retaining his position as Treasurer. Edwin G. Roos, formerly Vice President and in charge of Sales became President of the Company. Mr. Bradley assumes Mr. Roos's sales responsibilities.

Mr. Bradley joined the Plymouth Cordage Company sales representative on the Pacific Coast. Two years later, in 1933, he established Plymouth's Pacific Coast District Office.

After seven years on the west coast, Mr. Bradley was transferred to New York as Eastern District Sales Manager where he remained until called into the Navy in 1943.

On his return to Plymouth Cordage Company, he was moved to the Plymouth, Mass. headquarters and appointed general sales manager, reporting to Vice President Edwin G. Roos, in charge of sales.

Bartlett B. Bradley, widely known in the Pacific fisheries, is advanced in his responsibilities for Plymouth Cordage Co. sales.

Partners in the Consolidated Net & Twine Company confer with the representative of the American Manufacturing Company, producers of American Brand rope. Left to right, Willard Branch, James Lowe, American Manufacturing Co., and Robert Lewis. Branch and Lewis will head up the new company in its operations in the fishing industry.

Consolidated Net & Twine Enters Fishery Supply Field

A new service for fishermen was opened in December by Consolidated Net & Twine Company at Fishermen's Dock, Seattle, the company specializing in netting, rope and twine.

The American Manufacturing Company, Brooklyn, N. Y., has appointed this firm as Washington and Alaska representative for the fishing industry. Consolidated will carry complete stocks of all types and sizes of manila and sisal produced by the manufacturer for the fishing trade.

The company is operated by Willard Branch and Robert Lewis. Both men bring to this new enterprise a fresh point of view. They believe that the job of supplying netting, rope and twine is a specialized business and that to do the job properly they should devote their entire time to it, rather than to a full marine line.

The name Branch is not a new one to the fishing industry. Willard Branch's father, David Branch was founder of the salmon department of Libby, McNeill & Libby and the son spent many years in the salmon business on Bristol Bay and in other Libby operations.

Prior to World War II Branch spent several years with Pan-American Airways and then went into the Navy at the start of the war. After the war he went back with Pan-Am, but returns to the fishing business with this new venture.

Lewis is a former Navy pilot, one of the best, and he spent many years at this activity. He has flown countless miles as one of the Naval Air Transport Service pilots and in addition had some time as a flyer for civilian airlines.

Fishermen at Salmon Bay terminals will see lots of this new outfit as spring outfitting time rolls around.

E. M. Slonaker Handles Willard Sales on Pacific Coast

Election of E. M. Slonaker as vice president in charge of sales of the Willard Storage Battery Company of California was announced in Los Angeles recently by C. H. Starr, executive vice president of the company.

The California company is a subsidiary of Willard Storage Battery Company and maintains factories in Los Angeles and Portland and district sales offices in Los Angeles and Seattle.

Mr. Slonaker formerly was manager of related products for the parent company in its Cleveland headquarters. A native of Williamsport, Pa., he attended the Wharton School of Finance and Commerce of the University of Pennsylvania and joined the Willard organization in Philadelphia in 1926.

His experience has included positions as retail service manager in Philadelphia and special sales representative in Atlanta, Minneapolis, Dallas and Chicago. Prior to his appointment as related products manager in 1949, he was district sales manager for Willard in Chicago.

In his new capacity he will maintain headquarters at the Willard plant at 5700 East Olympic Avenue, Los Angeles.

E. M. Slonaker, vice president for sales of Willard Batteries on Pacific Coast.

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Nordberg Northwest Distribution Put on Factory Branch Basis

The Nordberg Manufacturing Company has announced that it has acquired the Al-Pac Engine and Equipment Co., Seattle, Nordberg distributors.

Effective January 1, 1952, the Pacific Northwest branch of the Nordberg company was established, with no change in location or personnel. Nordberg customers will receive the same fine service the former company rendered.

Manager of the new Nordberg branch will be Carl Harris, well known in Northwest Marine circles. Mr. Harris has had many years experience in the engine field and is one of the best qualified men now operating in the Northwest area.

Nordberg produces a complete line of marine engines, both diesel and gas, ranging from the 55- 135-hp gas engines to the complete line of diesel engines which have been so widely used in the marine field.

Chris-Craft Engine Line Meets Fishermen's Requirements

The 1952 line of Chris-Craft marine engines, designed especially for fisherman use by marine engineers, is offered in nine different units, ranging from 60 to 160 hp. Outstanding in the new line are the various reduction drives, providing an extremely wide range of efficient and powerful installations to minimize operation costs for fishing boats.

Price leader in the new line is the 60-hp., 4 cylinder, Model B. A new reduction drive 3.00:1 has been developed for the 60-hp. model and offers an economical and powerful combination for installation in larger boats. Reduction drive of 2.04:1 ratio is also available for this engine.

Wakefield Heads Board

Howard Wakefield of Wakefield Fisheries, Kodiak district herring operators, was elected chairman of the Alaska Fisheries Board at its December meeting, to serve in the place of William Walton, resigned, until the annual meeting late next spring.

Before leaving for southern tuna banks recently, five San Diego tuna clippers were completely painted, top and bottom with International paint, according to the local distributor, Atwell Supply Company. Bottom paint was Supertrop; the topside, Interlux. Clippers were **Santa Rosa, American Beauty, Sun Queen, Sun Victoria** and **Pacific Queen.**

Gus Gogswell, one of British Columbia's best known fishermen and one of the founders of the United Fishermen and Allied Workers Union, died recently on Saltspring Island, B. C. He entered the fishing industry in 1927 and carried on as a gillnetter for several years, later becoming a full-time organizer for the union.

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Naval Architect : Engineer
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Growth prospects of the Pacific Coast are tremendous, and the experience of the Continental Can Co. on that field is a demonstration of the point, Carle C. Conway, former chairman of the board, and now chairman of the executive committee of that company, told a group of businessmen in Portland early this winter. From three plants in 1927, the company's Pacific operations have increased to 13 plants, and sales volume from 4 to 73 million dollars. Mr. Conway spoke as a guest of Paul McKee, presdient of the Pacific Power & Light Co. In the photograph above, left to right: Sherlock McKewen, Continental's western sales manager; Mr. McKee; Mr. Conway; W. W. Hodgson, Seattle division manager, Continental Can Co.

Marine Products Pumps Featured in Broad Line

Marine Products Company, pump manufacturers, in its 10th year of pump manufacturing, will be busier than ever during the coming year. In addition to production of its full line of over 100 models for its country-wide distributing organization, a considerable amount of its production will be for the Armed Forces on prime contracts as well as on sub-contracts for other equipment manufacturers using MP pumps.

This firm is headed by men who have spent all their lives in the marine business and **know from experience** what is required of a pump. They are proud of the selection and use of their pumps by the Armed Forces as this is further proof of the high quality of the design, workmanship and performance of these units.

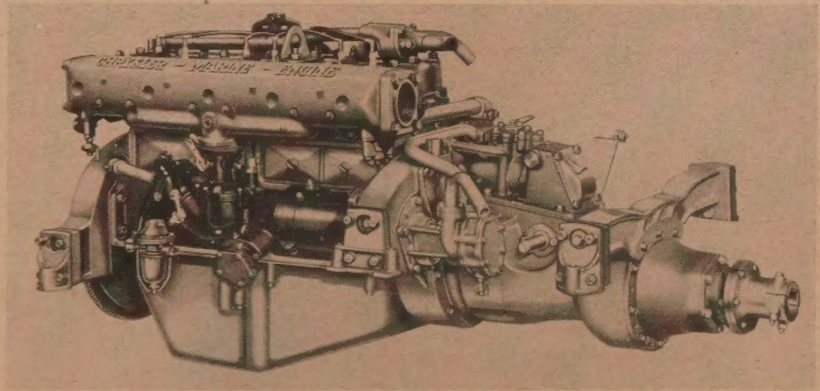
With well over 100 models now in production, Marine Products Company offers distributors and dealers the largest and most modern line of pumps on the market ranging from the compact ⅜ inch Duraflex single Neoprene Rotor displacement type pump to the 3 inch Flomax 20 of 20,000 gph. of centrifugal design.

1952 Chrysler Line Carries Features for Fishermen

Ten marine engines—ranging in size from 87 to 165 horsepower hold the spotlight in the Chrysler Corporation's Marine Engine Division line for 1952.

For the first time, the Chrysler line incorporates as standard equipment two developments made for the armed services, radio shielding (for better ship-to-shore communications) and an improved weather proofing of the entire electrical system that means longer life in all types of climatic use.

The models shown include the seven basic Chrysler Marine Engines—in the six cylinder field, the Ace (87 horsepower at 2800 rpm.), Crown (104 horsepower at 2800 rpm.), Ace Special (105 horsepower at 3600 rpm.), Crown Special (125 horsepower at 3600 rpm.), and Majestic (160 horsepower at 3000 rpm.); and two eight cylinder engines, the Royal (135 horsepower at 2800 rpm.) and Royal Special (165 horsepower at 3600 rpm.)—plus three most common modifications. These Chrysler engines are built expressly for marine use, none being converted, rebored or rebuilt from other types—which has given rise to the division's slogan that its engines are "Built to live in the water."



Chrysler engines like this from the 1952 improved series are specially proofed against climatic conditions and shielded against radio interference — two vital points for fishermen.

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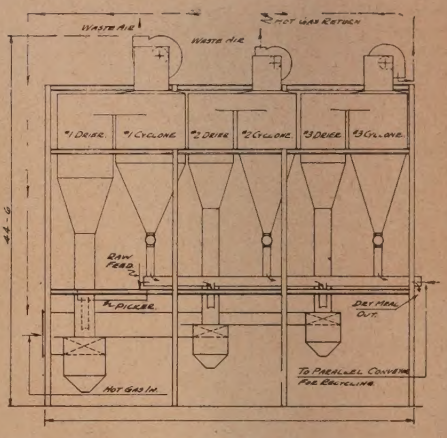

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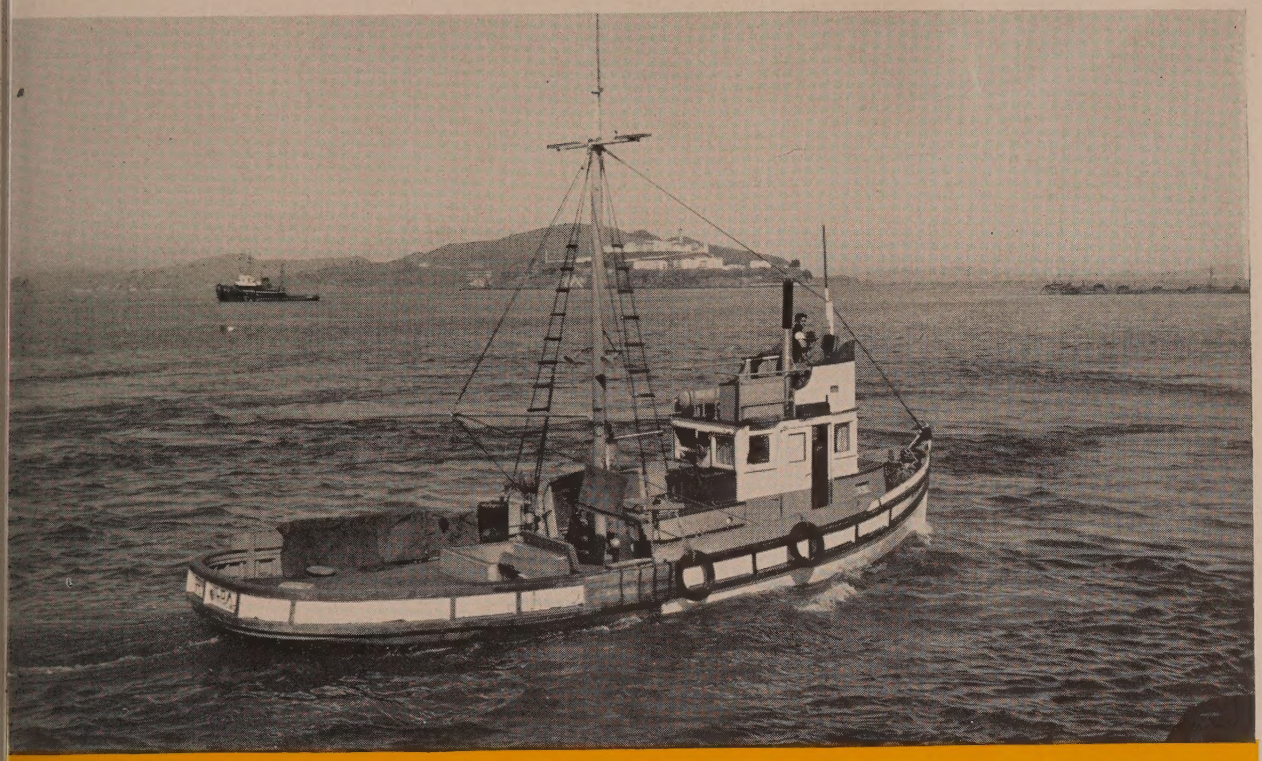

Leonilda, out of San Francisco, 46' x 14' x 6', is powered by a D8800 "Cat" Marine Engine

One overhaul in ten years

Frank V. Damato bought his trim 46-footer, *Leonilda*, ten years ago. There was a D8800 "Caterpillar" Marine Engine in it. That same engine is in it today—and has been overhauled just once in all these years! And the *Leonilda* is no soft berth for any engine: She's on the go 15 hours a day, 24 days a month, 8 months of the year.

"I think it's the best operating engine a fishing vessel can have," Skipper Damato says. "We never have to worry about being left at sea with a dead engine. It operates and handles like an engine should."

The *Leonilda's* powerful "Cat" Marine Engine is *handled* like an engine should be, too. Today, more than ever, fishermen like Frank Damato realize the importance of keeping their equipment shipshape. "Caterpillar" service all along the water front helps them do the job easily and efficiently . . . keeps them bringing in the catches the nation needs so much.

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